

# Gliding <sup>Australian</sup> SKY SAILOR



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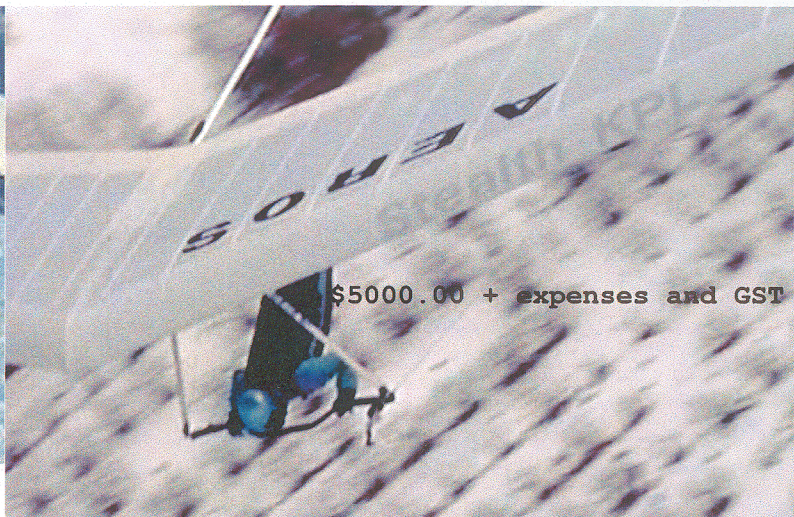
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The new deadline for articles, photos, news and display ad bookings is the 25th of each month, 5 weeks prior to publication.

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Photographs should be printed on glossy paper either in black and white or colour. Captions and photographer's name are needed. Please do not print on the back of photos.

Drawings, maps, cartoons, diagrams, etc. should be in black ink on white or transparent paper. Lettering may be pencilled lightly but clearly on the drawing, for typesetting.

Advertisements may be submitted in high resolution (300dpi at 100% size) digital TIF or EPS formats. Please avoid sending jpg or gif files, these do not achieve good printing results.

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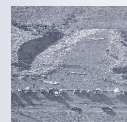
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## Editor's Word

In this issue you will find the first of what I hope will be a regular feature (with the right backup from you guys, of course) – the Pilot Profile. I'd like to thank Enda for being our first subject, and I encourage any HGFA pilot that wants to be featured to answer the questions in the profile (adding any others you think may be of interest) and send them to me with an appropriate (non-flying) photo. If you know of an interesting pilot in your club or area, one that contributes to your community or sport in some way (whether it be virtue of inspiration, personality, generosity or flying skills) then please let me know of him/her.

As well as being asked to make sure humorous material is included in our magazine (hence the cartoons you see every issue – thanks again Jules!). I'm also often asked to include more "technical material". One problem though (and you know what's coming!): I can't include material that isn't submitted! I know that it may seem harder to write a technical article rather than one about your great flight last weekend, but I also know that there are an awful lot of logged hours out there – I ask those experienced pilots among us to come forward and share their knowledge.

In order to satisfy the tech-heads this issue, I've sourced some great information regarding Manfred's very own hang glider. I'm sure you'll find it interesting reading.

On a final note about this issue, you'll notice the microlight component is unfortunately very low. I only received one article and one news item this month. As I was a bit worried by this, I did some background checking and was relieved to discover that we do in fact have more than two microlight pilots as members of the HGFA. We have 490. Wouldn't it be nice if even just 1% of these pilots submitted something over the next four weeks? I'd then have enough material to carry me through to the end of the year... Don't make me go back to the database again – I'll know where you live then, and then there'll be trouble! :)

**Richard Lockhart, HGFA Sub-editor**

**Correction:** The June cover photo featured Nigel Hack tandem in snowy Europe, not John McKenry. Mea culpa – Suzy Gneist, Production Editor

# HGFA Board News



**MARK PLENDERLEITH,**  
*HGFA Board Secretary*

The last few weeks have been a busy time for the Management Board with a major restructure of the organisation being initiated by Ian Jarman resigning from his position as National Executive Director effective from 14 July. After 16 years on the payroll of the HGFA (6 years National Coaching Director and 10 years as National Executive Director) Ian has decided to move on to a position with greater career development opportunities. On behalf of the current Board and all members of the Federation I would like to thank Ian for his contribution to the organisation and wish him all the best for the future. I trust that someone who has been part of the organisation for longer and is therefore able to provide greater insight into Ian's contribution will write a fitting tribute.

As I write, the details of the restructure of the organisation is still being developed, but the basic proposal involves not replacing Ian Jarman but promoting Craig Worth to the position of General Manager and Margaret Crane to Office Manager and redistributing Ian's roles between them. In order to sustain the Operation Manager's functions (currently performed by Craig) a number of fixed-term contract positions will be offered, and Margaret will be assisted by another part-time administrative assistant. The fixed-term contract positions will also help implement some of the projects funded by the Active Australia, Sports and Recreation Development Grant which we have received from Australian Sports Commission and which I announced last month. Although the specifics are still being finalised, contract positions which are likely to be advertised in the coming months include:

- National Operations Officer to assist the General Manager with the safety, training and operational functions of the organisation.
- National Sport Development Officer to assist with club development, club-instructor liaison and other projects funded the Active Australia grant.
- National Site Retention Officer to increase and improve access to flying sites across the country.
- Regional Development Officers who will conduct regional safety seminars, assist with pilot skill advancement and perform accident investigations.
- Examiners to undertake facility inspections and assist with accident investigations.

If you think you have the necessary skills and are interested in filling one (or more) of these contract positions then watch this space.

Clearly the restructure proposal involves significant changes to the administration of the organisation and the type of work carried out

by our current employees. Benefits to the organisation include rationalisation of the administrative structure (with all staff reporting to the General Manager who in turn reports to the Management Board), flexibility enabled by outsourcing roles to contractors and the training of potential successors should our existing employees decide to move on.

The Board has also recently decided to provide financial and personnel support to a second Grand Prix television series. The new series is being produced in collaboration with Trans World International and will involve hang gliders and paragliders competing in slalom-speed gliding, match racing and freestyle aerobatics. The Hang Gliding and Paragliding Super Series 2000 is designed specifically for free-to-air and pay TV and will feature high profile international pilots who will present well on TV and have a high standard of skill and competitive experience. The aim of this series is to raise public awareness of hang gliding and paragliding and to promote them as attractive alternative sports that members of the public may like to participate in. Given the significant controversy surrounding the first series, this decision was not an easy one for the new Management Board to make. However, the new series is being funded almost entirely by TWI, with the HGFA commitment being restricted to providing personnel to co-ordinate the event. Despite this, the decision to run with the second series wasn't unanimous.

Collating the data from the Skysailor questionnaire has certainly been keeping me pretty busy over the last few weeks. With over 600 members completing most of the 38 question survey, my computer keyboard has been taking a bit of a hammering with over 45,600 keystrokes required to convert the data into a form that can be analysed. The response has been tremendous and despite the extra work involved we are very pleased that so many members took the time to tell us what they thought. A full report on the survey will appear in next month's magazine as well as the name of the lucky winner of the Garmin GPS.

Finally, just a reminder that classified advertisements for HGFA members are in fact FREE! One of the first actions of the new Board was to abolish the charge for classified advertisements in Skysailor. I did mention this in my first report, but judging by the number of letters that I have received complaining about this issue, many people are still unaware of the change in policy. So if you have some gear to sell and are a financial member of the HGFA then please send your advertisement to the sub-editor and let's get the classified section of the magazine back to the useful member service that it was a few years ago.



# In the Circuit



## GFA Airworthiness Directives

### GFA AD 290 – Issue 2

*Types affected:* Scheibe SF 25C Falke, serial numbers 4356C, 44148, 44161, 44162, 44165, 44167, 44168, 44170 to 44172, 44175, 44176, 44179 to 44354. Scheibe SF25E Falke, serial numbers 4323 to 4362. Scheibe SF25K Falke, serial numbers 4902 to 4906.

*Subject:* Flight controls. Inspection and/or replacement of bearings in the control sticks.

### GFA AD 534 – Issue 1

*Type affected:* Nimbus 3DT.

*Subject:* Amendments to Maintenance Manual.

### GFA AD 535 – Issue 1

*Types affected:* Discus bT, serial numbers 161 to 185. Ventus cT, serial numbers 120 to 160.

*Subject:* Cracking of engine mounting pylon.

### GFA AD 536 – Issue 1

*Type affected:* Duo Discus. Optional for serial numbers 1 and 8; standard on serial numbers 245 and up.

*Subject:* Maximum permitted aerotow speed.

### GFA AD 537 – Issue 1

*Type affected:* SZD-50-3 Puchacz

*Subject:* Inspection of fuselage front bracket console.

## Overseas News

### LS9 now in series production

The pre-series of the LS9 has passed its test phase with bravery. Now manufacturer Rolladen-Schneider takes the aircraft, which is a motorised version of the successful LS6-c18w, to start an offensive approach into the market of self-start capable gliders.

The LS9 development goes back to the year 1995. A Rotax powered prototype in a very mature stage had been used in competitions very early, however, Rotax' withdrawal from the two-cycle engine business with JAR-22 certification brought the development to a standstill for a while.

The Egelsbach-based manufacturer now waited until Solo, with the 50hp Solo 2625, had brought an alternative power plant to production standard. The LS9 is a convincing product. The design on the engine part is well thought through, very solid and practical.

As a glider, the aircraft is well known and has inherited the good characteristics from the LS6-c18w and the LS4.



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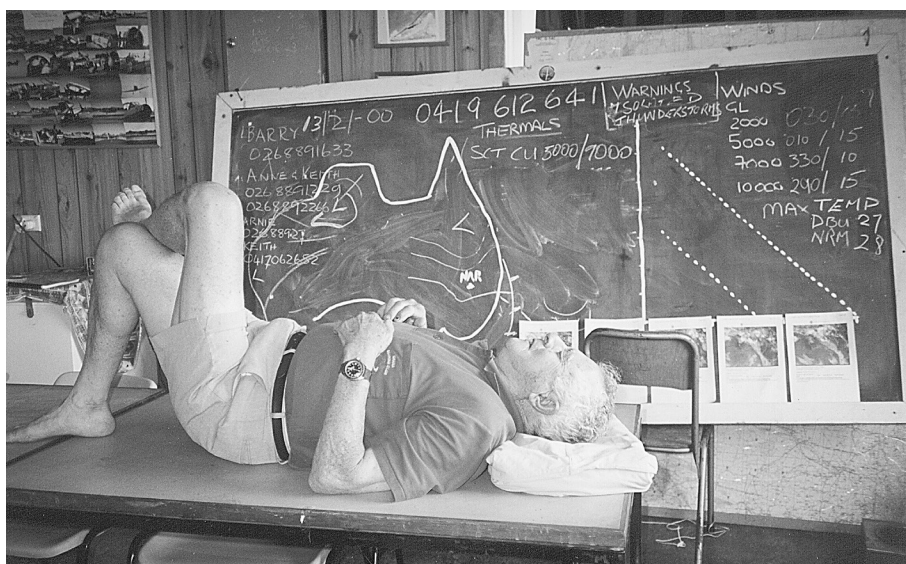
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## Rogues Gallery



**Orana Soaring Club's 'Living Treasure', Joe Shibble, reckoned he deserved a rest after helping the club for the past 50 years.**

Do you have a favourite photo of a 'rogue'? If you would like it published please forward to GFA head office for re-direction, or post to me, Anne Elliott, GFA sub-editor, PO Box 189, Narromine NSW 2821.

Any articles you would like published can also be sent to GFA for re-direction, or posted, faxed or emailed to me on fax: 02 6889 2266; email <[annell@lisp.com.au](mailto:annell@lisp.com.au)>.

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## Paragliding State of Origin Series 1999/2000



**Overall winner Giles Johnson in our equivalent of the Tour de France's yellow jersey**  
Photo: Mark Plenderleith

**T**he scoring utilised for the series is designed to encourage team flying. Novice pilots (with less than 50 hours airtime) score three points per XC km; intermediate pilots (with less than 100 hours airtime) get two points/km; and those advanced sky gods only one point/km. Clearly, the further the more experienced pilots can help their low airtime team mates fly, the better their overall team score is going to be. The ACT team demonstrated just how effective this strategy can be if properly implemented by being competitive despite being absent from the first round of the series. The series is held over two weekends in Manilla, at times when the flying is generally more sedate and conducive to skill development rather than epic XC tasks.

The first round was held over the weekend of 2 to 3 October. Despite a large upper level trough threatening to move into the area it was pleasing to see so many people turn up on the first day and register. By 11am we were up the hill, and despite the seriously overcast sky the locals were at least managing to stay above launch. As usual the task was open distance so people busied themselves setting up, talking tactics and watching for signs of it coming good. As so often happens, just as the last pilot had arrived and laid-out their canopy, the rain



**Brandon O'Donnell got to wear the ridiculous winner's hat on Day Two**  
Photo: Mark Plenderleith

started. With more bums than seats in vehicles, there was a Le Mans-style race to pack up and get into a vehicle before the road became impassable because of the rain.

By the time we got to Manilla the rain had stopped, so a friendly game of cricket seemed like the best option, given that the sky still looked threatening. The Queensland team went out to the oval for a bit of practice; the Cockroaches promised to turn up after lunch. By mid-afternoon we Queenslanders had honed our bowling and batting skills but were puzzled as to the whereabouts of the opposition. It was only after Kevin Chisholm miss-hit a loose delivery from Brandon O'Donnell that the horrible truth was realised. Following the ball as it arced up through the sky we noticed half a dozen enemy aircraft gliding overhead. Unbeknown to us, the scheming Cockroaches had sneaked back up the hill and had managed to get away. Paul Cox and Mark Taylor won the day with an impressive (given the conditions) 17.2km, and with only two Queenslanders flying at all that day things were not looking good for the Canetoads after just one day of flying.

The next morning we woke to the sound of torrential rain. The trough had moved in as predicted and most people headed home. So at the end of round one NSW led Queensland by 8.3 points to 3.0, which many of us thought

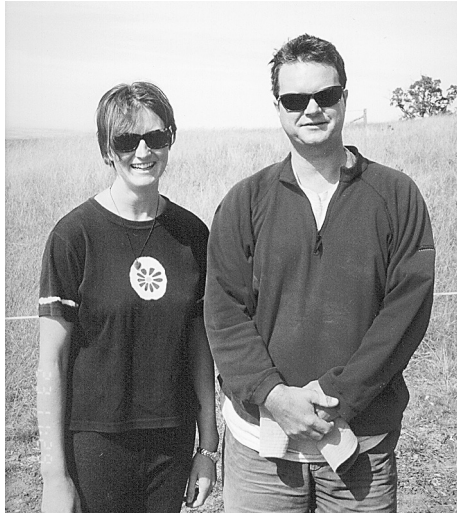
MARK PLENDERLEITH

The Paragliding State of Origin Series is a joint initiative of the Canungra Hang Gliding Club and the Sydney Paragliding Club. Its primary aim is to encourage low airtime pilots to stretch their wings a little and fly those first few XC kilometres under the watchful eye of their more experienced club mates. Now in its fourth year, this team-based event has grown in popularity with 62 pilots competing this year and for the first time a team from the ACT participating in the second round.

would be unbeatable given the vagaries of the scoring system.

Easter saw us back at Manilla for Round Two. A nasty flu bug had seen me bed-ridden for the previous two days, so after doing the briefing on the morning of Good Friday I wished everyone well and headed back to bed. I switched my radio on intermittently throughout the day and there were certainly encouraging sounds emanating from it. It turned out to be a great day with many pilots doing their first ever XC flights, and a number of personal bests were achieved. Local legend, Dannie Munsie, flew the furthest with 59km out past Bendemeer. Unfortunately his radio died during the flight and his retrieve team had no idea where he was. After a few anxious hours he was located sitting outside the pub in Bendemeer wishing that he had recharged his radio battery *and* remembered that the pubs are closed all day on Good Friday. Winner of the day however was restricted pilot Brandon O'Donnell who did a personal best of 40km and scored 120 points for the day. Debbie Mahar of the ACT also had a great day out with her very first XC flight ending in town and contributing a valuable 36 points to her team's score. For those who didn't get away earlier in the day there was a wonderful glass-off in the evening.

PHOTOS: GILES JOHNSON



**Series organisers Deidre Skillen and Mark Plenderleith**

From the balcony of the Imperial Hotel I watched 10-15 gliders enjoying some magic air and then flopping over the back to land at Godfrey's house just before sunset. There were a lot of smiling faces in the bar that night.

Saturday morning saw us back on the west side of Mt. Borah with some lovely smooth conditions above launch allowing most pilots the opportunity to get some airtime. Unfortunately a low level inversion limited XC flying opportunities to those skilled enough to work their way through it and into the clear blue yonder above. Not surprisingly, the day's scoring was dominated by the top pilots with Craig Collings (NZ team member) flying 44km, Enda Murphy (Australian team member and world record holder) making 38km and Fran Ning (Australian housewife and flying legend) flying 37km. However, not at all intimidated by this "class field", Queensland restricted pilot Giles Johnson scratched out 36km whilst test flying a new glider, to win the day with 107 points. How could he *not* buy the glider after that!

So at the beginning of the last day of competition the scores were NSW on 41.8 points, Queensland on 41 points and the ACT on 32.6 points. Less than one point between the top two teams, and once again it was all going to come down to the very last day. Sunday was another difficult day with the wind switching from the S to the SE, making just getting off the hill a frustrating business (never mind getting up and away). Again the day's scores were dominated by the more experienced pilots, with only one intermediate (and no novices) going XC. Enda Murphy won the day ahead of Paul Cox and David Pearson.

With the presentation scheduled for the Sunday evening, a frantic couple of hours got the scores in, checked and finalised. A smorgasbord put on by the Blue Pole restaurant in the Imperial Hotel provided the venue for the pre-



**Another pilot leaves Mt Borah to head off on task**

sentation. When all the scores were tallied up it was Giles Johnson who took out the individual event with some superb flying for a restricted pilot. In the team event, NSW managed to hold onto their slender lead going into the last

day to take out the series once again. Apparently the celebrations went on into the night – but the lurgy was still with me so I sneaked off to bed and let them get on with it.

On behalf of my co-organiser Deirdre Skillen-Bennet, I would like to thank all the pilots who participated in this event again this year. A big thanks also to: Godfrey Wenness for providing the Mountain and all the advice; Colleen at the Imperial for bed, breakfasts, beer and briefings; Phil Hystek (Queensland Paragliding Centre) for turning up to support the event and contributing to its success; The Canungra Hang Gliding Club and Sydney Paragliding Club for financial support. Complete results of this year's Paragliding State of Origin Series can be found at [<http://home.iprimus.com.au/plenderleithm/psoos/psoohome.htm>].

Finally, after three years of commitment to this event I have decided it is time I passed the responsibility on to someone younger and/or better looking. If you satisfy these criteria and are interested in taking over the reigns then let me know (email <[plenderleithm@iprimus.com.au](mailto:plenderleithm@iprimus.com.au)> or phone 07 3219 2218).



**Above: The easterly launch of Mt Borah on the final day of the Series • Below: Mark Plenderleith waits for a cycle**





## Trike Invasion at Mangalore

DIANNE PIERPOINT

It was with great disappointment that Harold Niblock and I looked at the rising windsock at Barwon Heads airfield on Good Friday 2000. *"When are we ever going to fly away on a trip and fly back again?"*

No use whingeing; pack it up. Wally and Karen Wiener had already packed their Edge Wizard, so they lent a hand to get ours done.

A brief stop at Corio (Harold's place) to pick up the car fridge and wash the dog's favourite aftershave off him (duck poo) then we were finally on our way to Locksley Field. Oh, the joys of Easter traffic. Had the wind not been so strong at least one of us would have avoided this. We pulled into the airfield just after lunch. Wow! What a strip! Two kilometres long and super wide. Pity it was blowing a gale. We set up camp then helped some of the others already present to set up their trikes and put them in the hangar. All up we had seven trikes. The pilots were John Oliver and his merry band of students (Bruce, Peter, Hel, the two Phils) and ex-students Peter, Ian and yours truly. Harold was a ring in. I could see conflict – 10 pilots and only seven trikes! I think the most arguing was in Harold's trike.

Friday night it was cook your own or indulge at the historic Mangalore pub. After the pub we detoured to Mangalore airfield to check up on my father, Em Jeffrey, who was on workshop duties for the weekend Fly-In. Before too long it was snoring time at Locksley. It had been a long day.

*"Crikey! What's this getting up before dawn thing?"* If we didn't have to set the trike up I wouldn't have got up! The wind was down and time was passing, so with super human effort it was done (probably well helped by the sound of other Rotax's already in the sky). Eventually we were off to Mangalore for breakfast where we were really welcomed with open arms. Wow! What a nice change! Brekkie was great too.

Before heading home I took a GA student for a circuit in the trike. His only comment was that he thought Cessna's took off smartly!! (I must fly in the wrong Cessnas.) Back at Locksley it was kick back for the day as the southerly had increased and the hills created a fair

bit of turbulence and rotor. The day's activities were easy: trike pilots who can't fly are very good at talking. Later on we went up for some very rough circuits. A number of trikes taxied out, but after watching the take offs and landings of Harold (test pilot) and me (ballast), they turned around and taxied back to the hangar. I must say that while we trikes were stuck on the ground the gliders were having a ball, winching up to 2,000ft enjoying the wind and thermals. The Mangalore Glider Club put on a barbie for one and all on Saturday night, which was greatly appreciated before another early night. Hey, guess what? The Easter Bunny had been. Each trike had some chocolate eggs on it.

Sunday, early start again. Mind you, we didn't rush or panic as we have an Edge wing and all the other trikes were Wizards. We left last, and only didn't land first to let John Oliver share that honour. It was the trike invasion of Mangalore for brekkie. My father hitched a ride with Martin Hone in his immaculate Karatoo and they flew up to meet us. So all landed safely then got thoroughly buzzed by the Karatoo and a Dragonfly – very impressive actually. Another superb brekkie, then back to Locksley where we had visitors! Stuart Malone had flown in from Shepparton in his Edge Streak, and before long Bob and Linda from Shep joined us with their Edge Wizard. That nasty wind was on its way up again so Bob and Linda vamoosed back to Shepparton while Stuart hung around to greet our next group of visitors from Benalla. Les Tyack, Karen and Wally



Wiener and Stan and Jeanette Walker flew in to rest their weary arms – it was quite rough by now. Stuart left us and streaked back to Shep. The others were stuck for the day.

I went for a glider fly with my instructor Les. Wow! Love that winch! “Attitude, altitude, attitude, nose down for speed. Quick! Into that thermal, nose up, altitude, 50 knots! My head was spinning as I tried to take in all I was told to do, and do all I was told! Even so, I thoroughly enjoyed my second experience of three axis. At 4:30pm it was deemed to be okay for trikes to fly, so off the Benallarites went and actually had a lovely trip back. We did some circuits later on, but dark falls too early at this time of year.

On Monday we stayed local for brekkie and did some local flying too before something fell out of Harold’s trike. I believe the same sort of thing has fallen out or off gliders too. Oh well, it doesn’t make a mess, so let’s move on. Time to return the visit. We loaded up the trike with some spare fuel and went off to Benalla.

What a magnificent view! Spot the airfield on the way up. Not a breath of wind at Benalla. Caught up with the crowd that flew to us yesterday and went out to Hides Bakery for lunch (where else?). Back at the hangar the pilots were coming out of the woodwork, so we hot footed it back to Locksley rather than congest their airways. The air was beautiful back south, so I threw Harold out and went to play circuits on a neighbouring strip (with permission). My fun was short-lived when Harold radioed to drag me back so he could take someone for a fly. Darkness hit again as it kept doing, so another night yakking in the club rooms with an RV6 pilot whose maggie spat it on him. He was waiting for his mate to fly in from Port Macquarie with a spare and tools. Eventually everything came together, even after his mate got diverted to Shepparton because the lights at Mangalore wouldn’t work. Naturally the mate used to fly trikes around the Sydney area (go trikes!).

On Tuesday, Anzac Day, we packed up. That is, packed up camp because the weather was perfect and we were flying home! Did a quick bit of cruising around some nearby balloons first, mind you. The van was all loaded, trailer attached, and then Harold’s trike packing expertise was needed to help the students pack their wings. Fortunately the weather stayed great. Harold took the first leg to Penfield and I drove the van and the dog. Wonderfully I didn’t get lost as I forgot to take a map with me. I got to Penfield to find Harold had been there at least 45 minutes. We refuelled, geared up, chatted to some other pilots and trikers who waltzed in, then taxied down to 15 for take off (with me in the driver’s seat this time!).

I had a bumpy trip to Barwon Heads via Melton and Lovely Banks, but it was not too extreme and I quite enjoyed myself. I was happy to land though, due to sore arms, and half an hour later Harold arrived with the dog. A quick call to Benalla found Wally and Karen just leaving after packing the trike up. I had to rub it in, of course.

Well, not a bad trip in all. We did just over nine hours flying between us. We would’ve liked to have had more, but at least we got to fly back and actually used up all the fuel we took with us. It was definitely better than driving 2,000km to Maitland for one and a quarter hours of flying, but that’s another story!



**PHOTOS:  
DIANNE PIERPOINT**

**Left: Spot the shark amongst the flying fish**



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# Old and New

RUDI SALTER

When, during a momentary aberration, I agreed to become Treasurer of the Gliding Federation of Australia, I did not realise the side effects of such a decision. Who would have thought that working for an aviation sporting body would seriously hamper your flying?

**B**ut that is how it worked out. What with changes in the office, budgeting, meetings, setting up a new accounting system and coping with the GST, I found myself deskbound and barely getting around to a flight every now and then. Fellow pilots, sharing the addiction, will understand the withdrawal symptoms, which become overpowering when you are removed from aeroplanes for lengthy periods.

It proved too much in the end. Contacting an old friend living near me in the Blue Mountains of NSW, we got our heads together and drew up plans for a concentrated flying day. Alan McGown is an instructor at Bathurst Soaring Club, where I had been a member for many years whilst I was living there. I would pilot a helicopter to Pipers field, where he would take me up in a T-21. We would then return to Bankstown in the chopper and drive back home.

On a clear, sunny winter's day we set off. Alan looked after the flight log and performed the changes of radio frequencies. Between Bankstown and the gliding strip, eight frequencies have to be dialled up. The weather was good. We had no navigational equipment, but tracking visually was no problem. The R-22 we were in chugs along at a moderate 80kt, giving us plenty of time to observe the scenery, and time for Alan to take photographs. Katoomba passed underneath, and after a while I called up Bathurst for conditions at the field.

"Socked in," came the response. What, with the whole of Australia in brilliant sunshine? I did not believe it. But as we approached nearer, it turned out to be true. While all around us everything was clear, both the Bathurst field and the gliding strip were covered by the fog well known to Bathurst residents.

A cup of coffee for Rudi on arrival at Bathurst



No great problem in a chopper. If you can find a few square metres of flat ground away from powerlines, you can set it down and wait for the fog to lift, which it usually does by midday. We flew around a bit, looking for a suitable location. While doing so, we noticed that the blanket was rising. With a bit of luck, it should be possible to get down low and fly in underneath. I skirted the edge of the fog to check the area for descent and escape routes. Before long we settled on an approach. Both of us kept our eyes open for powerlines, which are a great problem when flying low – you often see them too late. By the way, here is a tip if you must cross them at low levels – fly over the poles, not between them.

The sudden change in outside temperature whilst flying from sunshine into overcast caused the Perspex to fog up. Alan wiped a patch for me to see properly, a great help, as you need both hands and feet to fly a helicopter on descent. We had an uneventful landing and parked the aircraft.

I met many old friends, with much handshaking and nostalgia for the times I spent at that club. Lunch and a cup of coffee restored the energies expended previously. Alan had a few things to do at the gliding field while I relaxed. When he had finished his chores, we pulled the T-21 from the hangar and prepared for a flight. The T-21 is a vintage product from the Slingsby factory. The high wing is similar to the one on a Grunau Baby, but the fuselage is designed for two persons, sitting side by side unlike the more usual tandem arrangement. It also sports an open cockpit, a chilly proposition for a winters' day like the one we were to fly in today.

I put on an old-fashioned leather helmet and goggles as well as a warm jacket. Alan disdained a helmet, but sported a bright red shawl instead to go with the goggles. He flew the take-off behind the Pawnee tug, which appeared to require quite an amount of effort on the stick. The outside temperature at our altitude seemed to be barely above freezing level, and the wind factor from the movement through the air behind the tug contributed nothing to our comfort.



Alan McGown and  
Rodi Salter in the T-21

Things improved markedly after the release. Alan handed over and gave me the cruising speed for the glider. This ship flies comfortably at 35kt, a figure where modern gliders would have fallen out of the sky. At this sedate pace, we were no longer freezing and floated around quietly, enjoying the view and relaxing. The controls are pleasantly light at this speed and respond well.

I tried to stall the aircraft without success. At 20kt it barely mushed and produced no buffeting. It just seemed to stand still in the air, asking me reproachfully what I was trying to do to it. Lowering the nose and returning to 35kt, I felt ashamed for mistreating the venerable old lady, and contented myself with flying around quietly. The cold day did not produce any thermals, and we lost height slowly, meandering around. At circuit height, I handed the glider back to Alan for the landing. The aircraft showed its good manners by settling gently to mother earth with a fairly short landing run. Altogether, a well-behaved glider, pleasant to fly within proximity of home.

Time was marching on. We had to think about starting the return trip, if we were to get home before last light. I did the pre-flight checks on the chopper and warmed it up. Much waving and photographing from the glider pilots at Bathurst while we taxied to the strip, and then we were off, flying reciprocal tracks to our outbound journey. The weather was clear this time, with conditions CAVOK all the way. Looking north, we saw the bad weather promised for the following day making its way south from far away.

The Blue Mountain townships appeared, were passed, and Prospect reservoir, our inbound reporting point showed up right on the nose. We reported to a friendly tower at Bankstown, got our landing clearance and put the chopper on the landing pad. After completing the shutdown, another coffee ended the day's flying. Alan and I agreed that it had been a pleasant way of spending a Saturday, and satisfactory flying all around. There should be more of it...



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# The Great Retrieve

RAY ASH

The photos on page 22 of the June issue of Australian Gliding/Skysailor certainly bring back some memories...

The occasion was the 1973 NSW State Championships at Lyn Garden's property at Bellata, 50km south of Moree in north-western NSW. The site is in the middle of the black soil plains, where rich top soil is reputed to be over three metres deep.

Brian Hemmings and I were competing in the Southern Cross Gliding Club's KA6 and the competition was progressing well with good flights being made every day, despite over-development and storms on most afternoons, which progressively got worse as the week went by.

The day in question was at the end of the competition and the forecast was for storms developing earlier than on previous days. Despite the forecast, a task of 120km was set to Terry Hie Hie-Moree-Bellata. It was my turn to fly and it was not long after setting off on the first leg that it was obvious the forecast was proving correct, with storms building up all around. Part way to the first turnpoint, and running into rain from one of the storms, it was time to re-assess the situation and I decided the only recourse was to return to the airfield.

Turning back towards Bellata I was faced with the blackest storm imaginable sitting squarely over the airstrip with torrential rain pouring from its base.

I arrived at the edge of the cloud at about 1,500ft and could just make out the airfield through the driving rain, and reasoned that it was within easy reach so proceeded to push in under the cloud. I had hardly made any headway when the needle of the variometer hit the upper stops and stayed there. Increasing speed and extending the dive brakes made no difference at all and I was picturing myself being sucked up into the blackness above me. Putting the aircraft into a steep dive, still with full dive brakes, I did a quick 180 degree turn and was more than relieved to break out into clear air again.

I was on the sunny side of the cloud and could see this huge white wall stretching vertically above me to well over 10,000ft.

Turning parallel to the cloud mass I was contemplating my options when I noticed that I was now above cloudbase and the variometer was showing a modest climb. With the left wing only a short distance from the cloud I

continued in this manner for several kilometres then turned around and flew back again, slope soaring the cloud as if it were a range of hills. On one of those beats I noticed George Detto in his Foka 5 doing the same thing, and it was not long before we were both over 5,000ft.

With Bellata out of the question I figured with this height I could now reach Moree, the second turnpoint. The air was dead smooth, but the visibility terrible with only a cone of a few kilometres diameter downwards, and I was down to about 1,000 feet above terrain on the outskirts of Moree and still could not see the aerodrome. The map said it had to be there but I was crossing the boundary fence before I actually recognised it and did a straight-in approach to the hangars. I rang base and organised a retrieve, and a couple of hours later was back at Bellata.

In the meantime, George Detto in his Foka 5 had taken a different option to me and had decided to force his way back to Bellata under the storm. The Foka has very powerful dive brakes and penetrates much better than the KA6 so he was able to make progress, but unfortunately could not reach the airfield. The paddock that he eventually landed in was huge, every bit of two kilometres square, and George finished up exactly in the middle. To make it worse, it had recently been deeply ploughed and with several inches of rain on it the furrows had filled and the field was like a lake.

When I arrived back the Foka had been de-rigged and the wings already carried out, so without knowing better I volunteered to help retrieve the fuselage. Just getting to the aircraft was an epic journey in itself, having to walk all the way as a vehicular retrieve was out of the question.

There were about 15 of us, it was still pouring rain and the temperature was over 30°C. The Foka is a difficult aircraft to manhandle at the best of times, being both heavy and having no place to hold on to, and now, being wet and covered in mud as well, the job of moving it was next to impossible. We had straps and ropes under the fuselage and half carrying, half dragging it we staggered towards the distant still invisible fence.

Just standing on the black soil you sank up over your ankles, so you can imagine the problem under the weight of the heavy fuselage. Every step was like trying to lift your leg out of a pot of thick glue and, as often as not, when your foot came free it was minus your shoe.

Look at the top photo and you will see all the shoes on the ground and the figure on the right carrying one shoe is George Detto himself.

Having got to the fence the fuselage had to be lifted bodily over it (no gate and no mean feat), then carried up over a six metre high railway embankment, across the tracks, down the other side, over another fence and finally up on to the road where the trailer was. We were all utterly exhausted and it cost George a small fortune in beer that night.



That wasn't the end of it as all the other aircraft had to be manhandled from the airfield in a similar fashion, de-rigged then had to negotiate the flooded Boggy Creek (above) to reach the highway. The last I saw of the tractor in the below photo it was down to its axle and sitting on its belly in the mud, totally immovable. A couple of aircraft which outlanded that day were still in the paddocks they landed in two weeks later, as it was impossible to leave the road to get near them with a vehicle.

If this wasn't the worst retrieve ever, I would like to hear the other story.



# Fat Norm goes to feral country

EMILIS PRELGAUSKAS

**D**uring winter sensible glider pilots stay at home in front of the fire. But gliding was never known for appealing to sensible people. The words individualist, independent, crazy, come to mind.

Norm was invited to join in the Adelaide University annual expedition to the Flinders Ranges. Laziness and a claimed bad back make rigging and de-rigging gliders a chore to be avoided if possible. And driving all that way into the remote north of South Australia amongst suicidal holiday weekend traffic does not appeal. But it is only civil to contribute to such an invitation. This became more apparent when another two seat glider became unavailable due to issues of insurance and cost.

It did mean that this two-seater would need its owner on board to avoid all those complications.

On the Friday afternoon Tim arrived at our home from Renmark with his Cessna 182 and it was a short sweet trip on tow to Renmark aerodrome (170km), where Norm spent the night leaning against a runway marker, waking only briefly in the late hours by the arrival of the Flying Doctor flight transiting through.

The tow across had shown that solo in cross-country tow mode there was a slight shortage of forward trim.

The Saturday morning departure therefore added Jim's bulk to the back seat, which together with their gear and fuel in the tug, and Norm's pilot and all his camping gear in the luggage compartment meant we were all happy to use the bitumen main runway starting from the piano keys.

A morning tow in the cool air and bright sunshine direct to Wilpena Pound (260km) counterpointed the pleasure of the smooth trip on one hand with the realities of anticipating options if things went awry on the other. A map shows that direct track is relieved only by the Peterborough to Broken Hill road. The borrowed ELB stored aft and the GPS with its track and alternates keyed in all contributed to giving pleasure the upper hand.

The weekend weather also proved to be pleasurable. Past trips have included strong winds and bitterly cold days and nights, where

perversely the flying on ridge and in wave has been good.

This trip no one had to brave a night time expedition to check the tie-downs or move small trees torn from the ground away from the gliders. Of course, this meant that soaring, particularly ridge flying, as challenging.

Wilpena Pound is a horseshoe open at its north-west end. Only its outer faces have steep soarable slopes.

In the 1950's Stephen Martin came here with visions of a national soaring centre in the European style set up inside the Pound. The place's remoteness, the shallow inner slopes, and the sheer overall size all meant that the vision of gliders of the day operating from winch launch was dashed.

Today we have more powerful launch means and more glide angle, and so the whole area becomes a more accessible playground. It needs to be remembered nevertheless that this is remote, that the Rawnsley, Arkapeena and possibly the tiny Wilpena strips are the only landing options within a 40km radius. When winds blow from the north, there is an adjacent Chace Range which gives 20km of soaring length. When the winds are southerly, the long straight outer face of the Pound gives soaring into visually exciting country which looks like a dragon's rippling hide which melts into the desert plains toward Lake Torrens.

This time the breezes blew from the north-east. Long aerotows around the curve of the Pound deposited gliders on portion of the curving ridge line, already populated by other gliders.

There were times when the courteous thing to do was to leave and give the more nimble single-seaters the bowl-shaped spaces where figure eight flight sustained height. Norm's span and manoeuvring needs meant that there was intense interest from the cockpit alongside the petrified ground form: just how far away is that rock face?

A number of gliders that did return home found lift on base leg into Rawnsley Park strip from which operations were taking place. A low line of hills there runs behind the airstrip and the Rawnsley Park tourist camp of cabins, caravans, and tent places. Beats back and forth there include campers walking up the knoll to

have a closer look at the big birds cruising by. Flight could be sustained there while conditions were favourable. But at other times with apparently similar winds, no lift was found there.

By Monday lunchtime pilots were generally satiated; and gliders started to disappear into trailers. Tim and Jim fuelled the Cessna, the GPS said 393km direct to home; and the return journey began into a moderate headwind. After three hours we towed into controlled airspace with the blessing of the controllers. They then had the unusual view on their screens of one dot becoming two, as the Cessna headed eastward to Renmark and Norm set sail southward toward home.

The apparent headwind died away, and the final glide was in smooth air while ATC became interested in our flight path in relation to a nearby parachute operation. Direct track Angaston to Monarto however was well west, though if we had been required to deviate OCTA further east that potential conflict would have been an issue.

The lack of headwind meant we had time to cruise the neighbourhood before taxiing in toward the hangar. Even the kangaroos behaved, sitting on the clubroom lawn rather than their usual spot in the middle of the strip. All very civilised.



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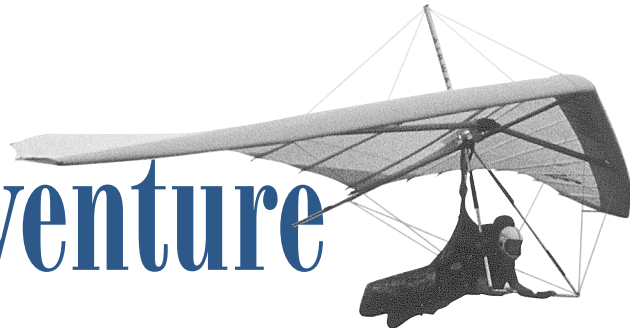
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# Granny's Big Adventure



Hooked in and ready to go, with Sue holding the glider's nose. Am I mad?

TRISH CHRISTIE-TAYLOR

It was only when I acquired a son-in-law that I discovered there was more to thermals than underwear. My first sight of a rigged glider came with Michael running around the front lawn at our home in Johannesburg, South Africa carrying the thing on his back. I knew then that one had to be passionate about a sport to behave like that.

It was while watching a video of a competition at Stanwell (the 1998 Grand Prix Hang Gliding Series) that I decided that if we ever visited Australia again then I would like to fly there. Here I have to mention that for many weeks my family tried subtly (and not so subtly) to tell me that I really should reconsider what they thought was a rather silly plan. After all, I am not that young anymore (61 years old), etc. Not many months after that Michael and Cathy relocated to Sydney and we visited them four months later – and one Saturday morning found us at Stanwell!

**A big thank you to Glen for the experience of a life time**

PHOTOS: MICHAEL REES-EVANS

Glen and Sue introduced themselves to me, and the first question Glen asked was "Can you run?" Silly question, of course I could run

– I thought that was how one took off for every flight. Everyone was talking about the wind, or lack thereof, but I had not come thousands of kilometres to be done out of my adventure at this stage. (It was only over the Easter weekend when we were again at Stanwell and the wind was blowing properly that I realised why we had had to run, and that in those conditions taking off and landing required a different set of skills.) Sue explained the harness and rigging and told me where I would hang and where I needed to put my hands. This sounded more and more fun. I was finally kitted out and clipped to the glider and then we waited! Finally Glen decided that there was enough wind and suddenly said, "Run!"

How can I possibly describe the feeling of take off and the sensation of weightlessness as we took to the air? I gazed in wonder at the





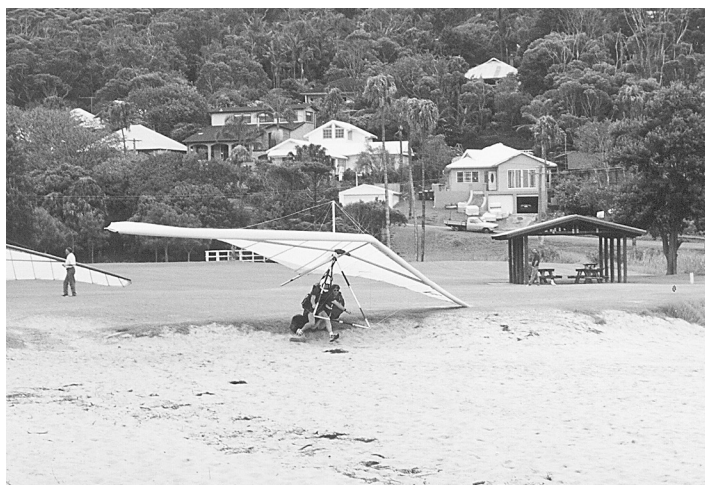
horizon, at the waves breaking below us and at the headlands in the distance with their coves just waiting to be explored. I was vaguely aware that Glen must be working pretty hard to get us above the ridge as we circled, seemingly against the cliffside, with the only sound being the whoosh of the wings as round we went. Finally we were above the ridge and the people below were visible. I waved in delight to my

daughter and husband, while Michael recorded my flight on camera. I must ask all of you other pilots out there how you manage with the wind and a runny nose! (One of those questions you always wanted to ask but were too shy.)

There was so much to absorb emotionally during my time in the air. An adrenaline rush? No, although I am sure that solo there are moments when that has to happen, but someone else was in charge and I could delight in things around me, feeling part of it but able to put aside the cares and stresses and absorb the peace and order of the surroundings. I think I can now say that I understand the fascination and the hours spent rigging, waiting and finally the thrill of take off and the challenge thereafter.

Then it was time to land. I had a fleeting moment of wondering if we were not coming in too fast, but down we came until an unexpected gust of wind somewhat upset the perfect landing. Never mind, Glen. I have lived that over and over again and it has sometimes been very much exaggerated to impress my already impressed audience! Shall we just say that it took me a while to get the beach sand out of my shoes and various other assortment of clothing?

Thank you to Michael for arranging my flight, and thank you to Glen for hanging in there and believing that the wind would blow enough for us so that I could have the experience of a lifetime. See ya! I will be back.



**Above: ...steady ... and ... FLARE! Whoops!**

**Top of page: At least the beach feels nice and soft – glad we didn't go for the grass!**

August 2000

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# Manfred's Glider!

*Sub-ed note: The first part of this article is written by Thomas Rauch (translation by Claudia Mejía de la Pava) and is reprinted courtesy of the German magazine 'Fly & Glide'. Following Thomas' report are comments by Manfred Ruhmer himself, courtesy of Icaro. I'm sure, like myself, you'll find the result very interesting reading.*

A Mylar version of the Laminar 14ST is available, from the Italian manufacturer Icaro 2000, as a series model. However, the glider with which Manfred Ruhmer won the last World Championships is a special production. What did the Austrian modify in his prototype? How does "Mandi's" racing machine fly? 'Fly & Glide' test pilot Thomas Rauch had the opportunity to test fly it in Bassano...

From what has been said about Manfred Ruhmer and his glider, a couple of important statements stand out:

1. *Manfred must be a potential suicide if he sets his swivel tips that low.*
2. *Because of this, his glider is extremely dangerous and only Manfred has the necessary knowledge and experience to fly it.*
3. *During the Worlds this glider clearly glided past the rigid wings.*

Seeing that I've known Manfred since 1989 (at the time we worked together at the Vega manufacturer) and he is still alive, I may at least disregard the suicide theory and the other two sounded like plain rumours. So we met on the southern side of the Alps to discover the truth. I had a serial version of the Laminar ST with me, to test and compare the differences – assuming of course that I survived...

On that distinctively calm Bassano autumn day, I had much time to speak with Manfred about his glider. To think that he used a standard glider to fly the Worlds is just an illusion. As for any top pilot who works for a manufacturer, Manfred's glider is a prototype with modifications that before being included in the series production will be thoroughly tested.

## Design and Finishing

In essence the cut of the upper and lower sail is identical to the standard version. However, Manfred has taken special care to optimise the aerodynamics of the lower sail. This is achieved by using three flat battens per side – the standard has only two. Another difference: On the outer side of the wing he has added two extra cloth ribs inside the sail, altogether five per side. Manfred had to work hard, development-wise, in order to optimise the whole undersurface;

he used streamers to study the airflow over the wing. The proven combination of straight battens and cloth ribs should be included in the serial version. The upper sail is made of a special heavy Mylar cloth (200g/m<sup>2</sup>) that will be used in some versions of the 2000 season.

On the outer wing, Manfred uses a 52mm diameter tube and an internal reinforcement. Apart from this tubing geometry, their construction and the dive sticks system is the same as the '99 standard model. Also the wing tips are, like the standard, compared to the tubes' axle, somewhat higher positioned: *"Otherwise the undersurface would not be tidy, in addition the glider would not stay neutral when circling"*.

## Variable Geometry

The VG has an enlarged range in both directions: the glider can be set looser as well as tighter than the standard version. With the VG full off you even have more twist in the sail, which I believe enhances the safety. When you peek into the inner sail, two small differences stand out: Firstly the hang strap/see-saw connection is one or two centimetres higher than normal. Manfred explains that the hang strap length did not fit correctly and that it is easier to put in an aluminum divider than to make a new hang strap. Secondly, on the rear of the central block a thin steel cable is attached which runs to the end of the carbon crossbar. The same system was used on the first Topless from La Mouette. These additional cables are loose with the VG off, and tight with the VG on. They also limit, with the extra VG on, the mobility of the central block. The noticeably stiffer handling with the VG on though is also the reason for a definite higher in-flight smoothness, here the typical central block movement will be decisively reduced.

I asked Manfred about the second VG cable that he, supposedly, installed. He clarifies that he is able, with a simple movement, to change the setting of the outer tips during flight. He tested this system during training but took it off before the competition began; when he received his new sail he found the proper setting for the tips only just in time. Besides, the earlier glide comparisons against Oleg Bondarchuk and some other competitors, which were definitely to his advantage, allowed him to give up the necessity to adjust the outer tips.

## Pitch Management and Hardware Optimisation

While observing the rigged glider from the back, you will notice the comparatively low dive stick system. They are surely lower than the standard

ones, accepts Manfred. However, he flies (unlike his Icaro Team colleagues) with an S-curve on his fourth batten, instead of only battens one to three. This gives better bar pressure during speed flying and lowers the lift value in the mid-section of the wing. As a result the glider stays better in the thermals.

An important factor, in order to have enough safety reserve in flight, is the exact height setting of the two outer tips when compared to each other. Besides, with a flatter profile (less momentum) and an optimised undersurface he has additional safety supply, which he may then bring into play when lowering the tips' set-up.

It sounded enlightening, but it still did not reassure me completely.

At long last I critically examined the carbon speedbar with the front-rear cables set halfway up the downtubes – a bit too critically maybe, for Manfred proceeded to explain, *"They are strong – there's an aluminum tube inside. Besides, I made them myself."* Manfred continued, *"There's an aluminum tube all along the downtube, reinforced at the top, surrounded by balsa wood and then covered with a carbon web."* I estimated a width of 15-20mm. *"It had to be made, as usual, very quickly before the Worlds"*, he added.

Since we both fly an M2 harness, the hang strap fitted. Quickly I got the Bräuniger IQ-Competition and the GPS mounted on the carbon airfoiled speedbar, and then headed towards the take-off.

## Take Off

The higher front-rear cables feel unusual when hooking-in. In this way you can, already hooked-in, go over the downtube and look backwards and upwards. Also, when you lift the glider, "missing" the cables is unusual (and a streamer is almost impossible to put up there). When you pick up the glider for the first time, there is a pleasant side effect: since at upper arm height a part of the cables runs to the back it is easier to level the slightly tail-heavy glider. In addition, the cables lie on the upper arm. Theoretically, you can take your hands off the downtubes and carry the glider just with your shoulders/upper arms.

I started several times with nil wind. The glider lifts off your shoulders in the best manner after two or three steps and allows you to make corrections without problem. The take-off speed felt quite low. This would confirm itself later with the low stall speed.

## Thermal Flying

With the VG loose in light thermals the glider lies perfectly neutral in the turn, without tending to slip. The handling is absolutely easy-going; the glider can practically be flown with two fingers. No wonder: with this tip setup the sail practically cannot lay on them and impair

the handling. The bar path from the normal thermalling position all the way to reaching stall speed is large enough so that flying in brusque conditions with the VG on is still possible. I could not detect any turn at all that needed correction.

The stall is clearly noticeable. If you push the bar a little bit too far out, the Laminar responds to it with a light, hardly perceivable dip and minor height loss – altogether it also has very good-natured flight behaviour with loose VG and with some VG on.

Conspicuous was also the low sink rate of the glider. While ridge soaring I could fly tight figure eights with minimal height loss. Later on, with some thermal activity added to the ridge lift, the glider did not show any unusual reactions. I particularly liked that I could turn in even the smallest bubbles, and the wing would turn nearly on the same spot.

### VG Positions

With the VG off I was able to fly at a minimum speed of 28km/h. Under this speed there was a dip and a quick recovery. The trim speed was around 32km/h. By constant acceleration the bar pressure increased in a linear way. The possible highest speed with VG off lies definitely over 100km/h. The bar pressure is then reasonably strong.

When you pull the VG fully on, the stall speed should be around 29km/h, but I cannot tell for sure because I did not try it. Before the first take off I asked Manfred how the glider would behave with full VG on. The World Champion shrugged his shoulders: *"Wouldn't know, I haven't tried it yet..."*

With VG on the trim speed lies around 32km/h as well. In acceleration the bar pressure is positive and continuously increasing; when you reach about 60km/h it remains constant and at the highest speed I dared to reach, almost 110km/h, it was low. This is, however, not even close to reaching the end of the flagpole. In the memory of Manfred's Bräuniger IQ-Competition I saw figures from flights made during the Speed Gliding competition in Malaysia: it had saved speeds over 140km/h! If you removed the above mentioned S-curve of the fourth batten, the bar pressure, according to Manfred, will decrease continuously.

Really conspicuous: the sail of the Laminar stays perfect in the entire speed range. Even with loose VG and at 100km/h there is not the slightest sign of "misbehaviour" on the wing's undersurface. Even the so-called characteristic loosening of the trailing edge between the outer battens (cloth bulges when it has less tension) does not occur. The Pause Company, close to Murnau (Germany), really did a good job on the sail.

Throughout the whole speed range and regardless of the VG position Manfred's August 2000

Laminar showed absolutely no yaw tendency. However, the handling deteriorates drastically with the additional VG on. The roll response with full tight VG is quite slow.

### Glide Performance

Due to the already described good-natured flight behaviour, I asked myself if this were really the original World Championships' settings. Luckily there was still a rigid wing pilot there who was soaring with us over the eastern paraglider take-off. Climbing, I was able to stay with him straight off, but was not better either. We were hanging around 50 or 100 metres above the paraglider cloud, where we could be in peace. Twice he flew in front of me about 500 metres towards the flatlands, starting with my same height. Of course I did not miss the opportunity to measure the difference in glide. To be honest, I must admit that the Atos pilot had wheels on his speedbar and did not have an optimum harness with a Y-shaped hang-strap. On the other hand, on this day I was not wearing speedarms and buzzed with fluttering sleeves over the landscape.

In any case, with full VG on and around 80km/h glide speed I had no trouble in catching up and placing myself next to my fellow pilot in no time. Until then I would have never even been close to achieving such a thing!

In a previous morning flight I had read, at 80km/h, a constant sink value of approximately 2.5 metres per second. Whether this absolute value could be taken literally remains to be seen. The best glider I have ever flown previously had a sink rate of approximately 3m/sec.

### Stall Characteristics

When stalling the glider in flight, I was cautious. With somewhat loose VG the glider gives no problems – it shouldn't either, since stalls happen quite often in thermals. With even looser VG the imminent stall is perceptible, just like in the standard glider. At this point, Manfred's glider dips lightly but the nose definitely stays above the horizon. The recovery curve is small.

Since with half VG on the glider already dipped in a stronger manner and subsequently flew a considerable recovery curve, I decided not to do this test with full VG on.

Anyhow, I did try flying the glider, with full VG on, very close to the above-mentioned position. A speed of 29km/h was still possible. I then pulled in the speedbar strongly down to my stomach, so I could at least get an idea of the bar pressure's behaviour: huge recovery curve, at times very low but still always positive bar pressure. All in all: extremely demanding!

When stalling the glider in a turn with VG off, it maintains its bank angle and, to be particular, dips in the wing minimally. With the VG half on the glider decisively dips in and can be steadily spun. With full VG on I was very cautious.

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In turns I only tried to slow down the Laminar close to a stall to a certain extent. As soon as the glider, without any transition, began to stall and the interior area of the slower wing abruptly turned away and downwards I immediately stopped this with an energetic "high-side". In this situation it is also relevant: with full VG on, only for pros!

## Landing

I was pleasantly surprised by the landing behaviour. Apart from a mighty ground effect you can land this racing machine even easier than some gliders with DHV 1-2 classification. The glider does not show any turning tendency on final glide and it can still be nicely corrected during ground effect. The flare moment is very easy to recognise, and the flaring range is large. The glider's surface stalls neatly even with a discreet flare and does not drop the wing – perfect, stand-up landings were no problem at all, even in nil wind.

## Summary

Somehow, Manfred's glider seems to me to be a wolf in sheep's skin. On one hand the in-flight behaviour (taken from the expectations of a "normal" topless pilot) is nearly suitable for beginners and almost too good to be true. On the other hand, with more than half VG on

(which is about full VG on in a standard Laminar) it turns into a nasty high-performance glider which only belongs in the hands of a pro with a lot of experience.

Manfred's perfect tuning is essential for the good impression this glider makes in flight. Without his background of massive experience and aerodynamic knowledge, the wing would definitely not fly as well and as safely as it does. In any case, my girlfriend claims that long after my first landing with this glider I still had a confident grin on my face. And I swear, that grin was not based on simply "having survived".

Let all imitators be warned: simply lowering the dive sticks and thinking you have improved your glider's performance is quite dangerous. This is exactly what enhances the suicide theory when pilots get out of their harnesses white as a sheet and promptly go to change their diapers – although Manfred, who has once again been standing in goal for some time, has his dive sticks even lower...

Altogether, this glider shows where the development is headed. Until now it was mostly that the hot prototypes from previous years were adapted to series production. This wing makes it impressively clear what performance potential still lies in the hang glider design. Almost two years ago no one seriously believed that an FAI Class 1 glider could achieve the

performance level of a rigid wing such as the Exxtacy. Last season this was, at least in the competition scene, exactly the case.

## Manfred's Comments

The above is a good article and I agree with practically everything written in it.

The easy handling, the slow flight characteristics as well as the good-natured landing behaviour speak for themselves. If this were not so I would probably have problems when landing, especially with my carbon downtubes.

Regarding the carbon downtubes, the small aluminum tube on the inside does not provide strength; the downtubes are strong because I used the best materials (carbon fibre)

and the proper quantities. With a 20mm width, they are strongly built allowing me to move the front-rear wires upwards. I am sure these downtubes would pass any load test.

With regard to the stall behaviour, you can definitely expect that with the VG full on and a low sail twist the stall will be, and feel, much stronger than when flying a glider with a higher twist setup. Something that makes me definitely wonder is the fact that Thomas Rauch, a good pilot with lots of experience, would thoroughly test the stall behaviour of my glider. The stall is produced by shifting the pilot's weight and moving the centre of gravity (CG) backwards, something which is usually only possible with hang gliders. All other wings have a defined and fixed CG, on the safe side of course. Spinning partially depends on the position of the CG: wings with the CG in front will not spin while wings with the CG behind will spin quite easily. In the hang glider you may shift the CG pretty far back. This is important in order to ensure a safe landing, but in flight you should know where the limit is. A regular pilot with some feeling will know where this limit is and will avoid surpassing it. This is why I have never really tried radical stall manoeuvres while flying straight with full VG on. On the other hand, I have often spun my glider and never had a problem to start or end a spin.

The strength of this glider lies in its high 'actual' glide speed and its possible top speed. I, personally, have never reached the maximum speed on this glider with full VG on. The 140km/h saved on my vario is not the highest; I don't want to reach it either because for every wing there is a  $V_{NE}$  (Velocity Never to Exceed) in order to avoid an overload in flight. In my case, 120-130km/h is enough, and in bumpy air I always "step off the accelerator" much earlier. Maybe this is where the problem lies and why this glider is not suitable for every pilot. An incredible amount of responsibility is required from the pilot to recognise and respect the glider's and his or her own limits.

All in all, this glider is exactly as I have always wanted it to be. Recently I flew the Wallaby Open in Florida on it, and it showed me once again how perfectly trimmed it is. I really love to fly this glider every once in a while!

Some of the things on this glider have been adopted into the series model in order to be able, with the proper tuning, to have similar behaviour and performance.

I also agree that this glider is an example of what may still be done with the concept of hang gliding. The future steps towards performance improvement will be small, but we are working hard on our next model which will be thoroughly tested in upcoming competitions.



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# My First Cross-Country Flight

DARREN BROWN

Ever since learning to hang glide in December 1999, I have always held in awe the possibilities of cross-country flying. The notion that it was possible to fly incredible distances relying solely on rising warm air seemed unbelievable. I began to long for the day when I too would be able to leave the ridge behind and fly to parts unknown, where coming down to land was dictated only by my ability to catch thermals.

Unfortunately, being a solicitor, the nature of my employment dictated that the only times I was able to fly was on weekends. Hence my flying experience to date, since obtaining my restricted licence four months ago, has consisted mainly of coastal ridge soaring on Saturday or Sunday afternoons, in my Fun 190, down at Spion Kop near Aireys Inlet, Victoria. At that time, the idea of flying in thermals was pretty much foreign to me. In an effort to broaden my flying horizons, I enrolled in a tow endorsement course with Dynamic Flight at their new flight park in Trawalla.

During the weekend of the endorsement I had my first real experience with thermals. This set my mind racing with the possibilities of untold height gains, far above the 1,000 foot heights I had achieved at the coast. It was with this in mind that I coaxed my girlfriend Sally into what I told her would be the fun and exciting task of being my retrieve driver.

After preparing for the flight and carefully watching weather reports with baited breath, I arrived at Dynamic's new flight park on the 2nd of April, ready for what I hoped would be my first ever cross-country flight. At Rohan's house, we loaded the glider and harness onto the back of his trailer and drove to the flight park. The park had only been officially opened for a month or two and I knew that the cross-country potential from here was good, with Rohan and Jim last December having flown 324km and 146km respectively.

After setting up and carefully making sure everything was ready to go, I moved up to the tow cable, ready for launch. I hooked the towline up to my bridle and gave the commands for the tow to begin.

I towed up to 1,250ft and began to hunt around for those elusive thermals. Unfortunately none seemed forthcoming. I found a very weak thermal which I circled in for a while. By the

time it carried me to the edge of the tow park I had only climbed about 100ft. I decided not to go with this one, as I didn't think I would get more than a couple of kilometres with it. I decided to hunt around for a stronger thermal and after gliding down to about 300ft I set up for a landing to try another tow.

After this less than successful first attempt to get out of the tow paddock, I began to wonder whether today would indeed bring my first cross-country flight. After a second tow to 1,200ft I felt the unmistakable feeling of rising air and began to circle in it. As the thermal carried me to the edge of the flight park I had climbed to about 2,000ft. This was it, I decided. It didn't matter even if I only travelled a few kilometres. I committed to the thermal and began my first cross-country flight.

Things went downhill from there. I steadily descended to about 1,200ft where I remained for the next anxious half hour or so. For some reason I just couldn't capitalise on any thermals I found. I began looking for landing alternatives so I made my way to the edge of the Western Highway (at the very least I thought I might be able to catch a thermal triggered by passing traffic). I radioed to my retrieve driver my position, in anticipation of having to land soon.

Whilst looking around for landing paddocks, it happened. I was at about 1,000ft when I caught a sky rocket of a thermal. I began circling and found the core. I managed to get strong lift for the entire arc of the turn. I took this thermal to 5,153ft where I noticed that the clouds (especially a large dark one) were looming close. With all those stories about cloud suck in my mind, I pulled the bar in and flew down to about 4,700ft, then continued to fly onwards towards a rather large fire which I noticed had just been lit.

I hung around near the fire to regain some altitude from the steadily rising air. After climbing to about 4,800ft I moved onwards to the outskirts of Lake Burrumbeet.

I was thermalling at around 4,500ft above Lake Burrumbeet when I heard radio chatter about an incoming twin engine aircraft flying over the lake. After an anxious look around I saw the aircraft coming straight toward and about 500ft below me. It was an amazing sight. I don't think the pilots even knew I was there but I could certainly see them in the cockpit. It was one of those occasions where you wish you had your camera out.

After boating around for a while I decided I would head towards Ballarat. I thought this would make it easy for my retrieve driver to find me. I also knew that if I ran out of lift, there were several pubs along the road.

Flying down the Avenue of Honour (a road adorned with trees leading to Ballarat) I continued to loose altitude with only the small whiff of thermals about. I resigned myself to the prospect that I was coming towards the end of my flight. At about 1,500ft I saw the Windermere Pub. I flew over its tin roof a few times hoping that it might be a good thermal trigger, but to no avail. At about 1,000ft I began to feel the effects of 'pub suck' and the paddock next to the pub looked like an inviting landing area.

I pulled my legs out of my harness at about 500ft to give them a good stretch before landing and began setting up for an approach. At about 300ft I felt a small thermal but the effect of 'pub suck' by that stage was too strong, and being only a novice pilot I didn't want to take my chances with trying to use a thermal this low. I lined up for a nice long approach and had my first ever out landing about 100 metres from the main bar.

After some brief radio chatter to let my retrieve driver know where to pick me up from, I got out of my harness to purchase a nice cold VB to make the packing up of the glider somewhat more enjoyable. A short while later, Gary landed in the same paddock and informed me that we were both equal second for the furthest cross country flight flown that day.

All in all I flew a distance of 25km and was up in the air for two hours. Although it may not seem like much of a distance to those more experienced pilots in high performance gliders who have flown countless hundreds of kilometres, I was elated with my first attempt in my Fun 190. I guarantee it won't be my last XC attempt and I'll be aiming for a lot further next time.

I would like to say a really big thank you to Sally, without whom I wouldn't have had a retrieve driver to pick me up. I would also like to thank Rohan, Paul and the team at Dynamic Flight for their support, tutoring and encouragement.

Having now received a taste of cross-country flying, I can't wait for the next cross-country season and am looking forward to longer and further flights.

**Background: Des Hill flies his Enterprise Wings Rage at Wazza's Ridge, Geraldton WA**  
**Photo: Trish Nichol**





# Evensong

ALLAN ASH

Considering that the majority of Australian sailplane pilots are basically local flyers, but that most of the reports in AG are about competitions and flights of outstanding distances and speeds, I though it is time something was published to indicate that a lot of pleasure and satisfaction can be obtained from a local flight, even in a sailplane of modest performance.

A fine, warm summer day had provided some good soaring and as it drew to a close, Lloyd said to me, *"I'm going to make a hangar flight in the Kookaburra. Would you like to come with me?"* I agreed, of course.

The Auster towed us to 2,000ft in the warm and still active evening air. It was just after six o'clock when we took off. After releasing from the tug, Lloyd said, *"You take over and find us a thermal."*

The Kookaburra has staggered seating. Lloyd was in the left, foremost, seat, while I occupied the seat slightly behind and to the right, with my left elbow tucked behind Lloyd's seat. I took over the controls and began a search without really expecting much more than an extended circuit at this late hour.

Very soon though, I flew into some gently rising air and we began to climb slowly. At about 3,000ft the thermal expired, or I lost it, and I said to Lloyd, *"It's your turn now."* It didn't take him long, and soon we were again gaining height. The lift was smooth and widespread but only rising at 100 to 200ft/min.

At the top of the lift, about 4,000ft, Lloyd again gave me the controls and for about an hour we continued in this fashion, taking it in turns to fly, find some lift and climb in it before handing over again at the top.

Each took us a little higher than the previous one, but the lift was still weak, smooth and broad. It seemed to be some form of evening

thermal, as the cooler evening air cut beneath the warmer blanket of the daytime atmosphere.

Around us extended hundreds of square kilometres of flat countryside, patchworked with checkered squares of wheatfields, some harvested, some awaiting harvesting. Off to the west the river glowed with a dull sheen and in the town a few houselights were gleaming. It was all very peaceful and beautiful.

As we climbed, we gradually passed out of the dust-laden lower air into a clearer but colder layer. The canopy of the Kookaburra was not a perfect fit and a sliver of cold air gushed it onto my bare right arm. I was wearing a short-sleeved shirt and was becoming acutely aware of the decrease in temperature with altitude. I tried to shield my arm with my towelling hat but it was not very effective. As well, my bottom was becoming numb from its motionless position on the Kookaburra's wooden seat, with only a thin cushion between us.

As we reached 8,000ft soon after 7pm we both became aware that the sun was now sitting on the western horizon, turning the sky into a brilliant palette of colours ranging from deep orange near the ground to the palest yellow at height.

Despite the evidence of continuing lift, I agreed with Lloyd when he said, *"I think it's time we gave it away. It'll take us half an hour to get down from this height."*

Our problem now was to avoid the thermals that were still wafting skywards despite the late hour. We continued to take turns to fly but now

we were looking for sinking air, and not having a lot of success. When we found something going down we would circle steeply in it, but found it was not as easy as we had hoped. With the spoilers out and 60mph on the clock, we often found broad areas of no-sink.

As we descended, so did the sun. The sky was still bright and sunny above us but the shadows on the ground were darkening and lengthening. There was still enough light to see the details of the airfield but thin beams of light marked the progress of invisible cars on the black highway. *"We'll be down before last light,"* Lloyd said cheerfully.

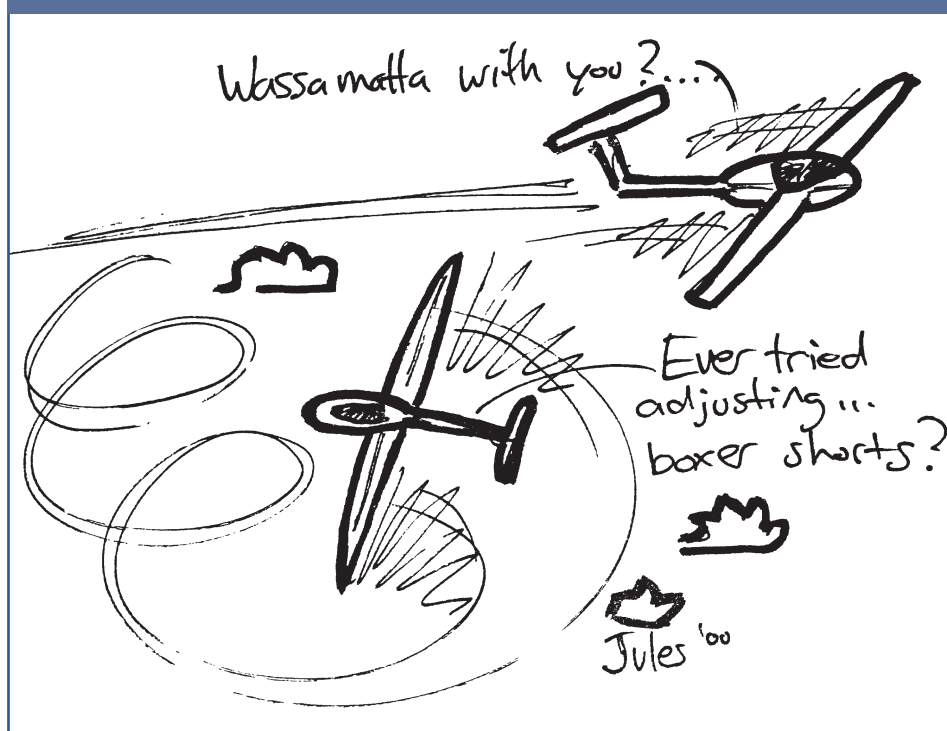
At 1,000ft he handed over to me again and said, *"You can do the circuit and landing."* He obviously had more confidence in my skill than I had. But the dull brown of the dirt runway was still evident through the lighter brown of the grass edges and I had no trouble lining up for a landing.

Coming in high, the Kookaburra floated quietly and easily above the runway towards the far end, and we touched down lightly and rolled to a stop not far from the hangar and clubhouse. A couple of the members strolled out to help us pull the sailplane off the runway.

Opening the canopy admitted a waft of warm evening air, scented with a mixture of eucalyptus and dust, and two rather stiff pilots dismounted with joyful hearts after a flight of 100 minutes. It wasn't really a spectacular flight but, oh, what a pleasant experience



## CARTOON by Jules Makk





Jack Hart, the worthy recipient of the GCV Turkey Trophy, awarded for his adept skills in working electronic instruments

The Pegase is a standard class glider, a French copy of an ASW20 but with no flaps. It is a beautiful glider with a lovely flowing fuselage design, which gives you the impression that this thing wants to go fast. The first thing you notice though is how flexible the wings are. Being only 15m wingspan it is amazing how rubbery the wings feel. When actually in the air these flexible wings really make the glider smooth through the air and quite comfortable to fly. With maximum water on board (80 litres) the handling qualities dropped a little as you would expect, but still remained positive and had good 'feel characteristics' through the stick.

Not everything about the glider was that great though. Its low fuselage clearance meant that you had to be careful when ground handling. The Pegase I flew had a checkered history and one wing was heavier than the other which made the odd tailwind full water take-off interesting. The cockpit is quite small which suited me just fine, however larger pilots who carry their own ballast could have a problem. Being a private glider online for use at the Wimmera Soaring Club, there was no information on the instruments, GPS or data logger. So each day I learnt the hard way, by my mistakes.

The performance was better than a Cirrus in the glide and 75-80kt was a good speed to cruise at except when the weather got big, then it was 90-100kt and hang on! The Pegase empty, when thermalling, was superb with the flexible wings giving you heaps of feel for the thermal and its ability to climb was outstanding. With water on board, the glide was improved but the climb rate dropped slightly. Thermalling with water in the Pegase in thermals above four knots was no problem and winglets made the glider feel as if it was on rails in the thermal, very smooth. Below four knots I felt I did better without water to take advantage of the glider's excellent climbing ability empty.

The competition was the best flying I've had in a long time. The weather started out quite difficult and built up to some of the fastest racing I have done (180km at 132km/h).

# Flying with Floppy Wings

JACK HART

Leaving my decision to the last minute to go to Horsham this year, I found that I had no glider to fly. So what's new you say, for those who know me! Having missed flying in a full competition for three years I was determined to go. After making a phone call to Joe Lucani in Horsham I had myself a Pegase to fly for the week. "What's that like?", I said to myself.

Combined with flying the Pegase, which by the end of the week I was handling well, it made for me one of the best competitions I have been in. I have no regrets at all about selling the old Kingswood to fund this Horsham event.





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Measuring only 58(W) x 140.5(H) x 32.3(D) mm, the IC-A4 is truly portable. Small enough to fit into a pocket.  
\* 2 1/2(W) x 5 1/2(H) x 1 3/4(D) in

**Other features**

- LCD backlighting allows you to read the display easily during night-time operation
- Maintenance-free EEPROM stores memory channel information
- Side-tone permits hearing your own transmitted audio while using a standard aviation headset (optional headset adapter required — OPC-752)
- Standard headset cable can be used with the optional OPC-752
- Optional longer life 1050 mAh battery available, same physical size
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**icom Inc.**



# Vale – Neil Fisher

BILL TUGNETT, *Bathurst Soaring Club*

Many months have passed since Neil Fisher's death and members of the Bathurst Soaring Club would like to pay tribute to a good friend and gliding stalwart.

Neil, better known as Jay Jay because of his Club Libelle "JJ", had been a member of Bathurst Soaring Club for around 10 years. Prior to that he had flown at Nowra and Concordia.

He was a staunch supporter of Sports Class from the outset and was National Champion in the early 1990's and possibly once before that. Neil was a big man with a booming voice and had a real streak of larrikinism. He was a stirrer, and he loved it when people stirred him back. Out on task he would be on the radio telling

you how he was out-climbing you in the thermals or catching you in the cruise. And, of course, we gave it back. We threatened handicap penalties for his wheel fairing – we threatened to weigh him (rumour had it that he carried three mallets in his tie-down kit).

Neil hated POST tasking when it came along. He didn't like being out there on his own; he wanted to be flying along on a set task having fun with his friends.

I'm certain that everyone has a favourite Jay Jay story they can tell. Mine occurred at the

Sports Class Nationals in Mildura. At the first competition day briefing the Beaufort members arrived wearing their new "Team Beaufort's" T-shirts and, ably led by Jack Hart, proceeded to beat out a drum roll on the table followed by the cry "TEEEEEEEEEEM BEAUFORT!" This war cry was repeated every morning, and often more than once when a team member was amongst the daily placings.

This, of course, led to many derogatory comments from all and sundry but Jay Jay was particularly miffed. It became his personal goal to put these 'upstarts' in their place. Finally, he had the solution. He bought calico, cut it into pieces (enough for 40 odd pilots) and made up signs. At the presentation dinner, when the Beaufort crew arrived they were greeted by the rest, all wearing "*Definitely Not Teeeem Beaufort*" pinned to their backs. And, of course, this became the regular chant during the evening.

In passing, Neil's legacy is to have left his many friends with memories of great flights and competitions, and the wonderful camaraderie that he promoted in our sport. ✂

## Thermalling away from a winch launch

HARRY MEDLICOTT

Now that we are achieving 1,500ft in two-seaters and 1,800ft in single-seaters off a winch launch, members of the Lake Keepit Soaring Club, hitherto spoilt by being dropped off in a thermal by a skillful tug pilot, are asking me how to do more than just a circuit off a winch launch.

My own experiences are at Mangrove Mountain airfield where thermals are rarer and weaker, and less height is achievable due to a shorter strip, but nevertheless I usually achieve an extended flight in a single-seat glider with average performance.

Firstly, don't arrive at the top of the launch without a plan of where to go or you will soon be setting up a circuit. Before launching look for all the clues as to where the thermals are. Have previous gliders found lift on a particular place? Just as importantly, if a previously launched glider failed to find lift then perhaps you should look elsewhere. There are plenty of other clues, such as changes in wind strength, weaker if the thermal is upwind and strengthening after it has passed through. The wind-socks often tell you where a thermal is.

Depending on the clues, try and intersect as much air as possible. At Lake Keepit, unless otherwise indicated, at the top of the launch I would immediately fly down the northern side of the dam wall. From there, a large brown paddock to the south-east of the airfield would be crossed and then the forested area to the east of the strip. If nothing had been found it would be a good place to start the downwind leg of the circuit. At all times the angle to the strip would be monitored and the search curtailed if necessary.

If a glider was seen thermalling, or there was a good cloud near the strip, a somewhat different approach would be used. If a launch resulted in 1,700ft and 700ft was reserved for the circuit, then 1,000ft was available. I would head towards a thermalling glider at best L/D and be prepared to use up to 500ft getting to the thermal. If there was a tailwind in the direction of travel I might only use 500/450ft on the way out, leaving 550/600ft to come back to the circuit area. If you have a GPS it is a straightforward procedure to note how far from the airfield you are and to keep an eye on your remaining height. Getting back to the circuit area with 700ft is actually quite conservative for an experienced pilot as there are usually options such as a modified circuit, straight in approach or use of the cross strip.

At Lake Keepit we are fortunate in having alternatives such as the airfield on the side of the dam, the cross strips, the new ultralight airfield and many good paddocks. At Mangrove Mountain there was absolutely nothing available, you just had to get back to the airfield.

Have a plan worked out before you launch, be prepared to change it if circumstances are not what you expect and you have an excellent chance of safely finding a thermal. ✂



## Official Entry Form

# 39th Australian National FAI Gliding Championships

Gulgong NSW – 10 to 23 February 2001

PLEASE USE BLOCK LETTERS

Pilot Name: .....

Address: .....

Phone: .....

Fax: .....

Email: .....

Total Hours: .....

1st or 2nd Nationals? Yes ☐ No ☐

Crew Chief Name: .....

Aircraft Type: .....

Rego No: .....

Class: .....

GNSS Logger Fitted? Yes ☐ No ☐

Make .....

Model .....

Emergency Contact Person .....

Phone: .....

Fax: .....

Email: .....

### When registering you must show a valid:

GFA Membership Card, Competitor's Licence, Maintenance release, GFA currency requirements for cross-country flight. It is strongly recommended that gliders be insured for third party and public liability.

Please complete the indemnity form below and return the entry with payment of \$295 entry fee (cheques to be made payable to Cudgegong Soaring Pty Limited ABN 51 002 644 617). Please post completed entry form together with cheque to: Cudgegong Soaring Pty Limited, PO Box 352, Frenchs Forest NSW 1640 by no later than 30 November 2000. Late fee of \$50 will apply after this date.

All enquiries to Cudgegong Soaring Pty Limited – phone 02 9452 2777 or email <hkmxor@msn.com.au>. For more information see the Cudgegong Soaring Web Page accessible via GFA web page at [www.gfa.org.au].

### Indemnity Form (must be completed)

I certify that the information supplied above is true and correct.

I agree to abide by the competition rules (including any amendments) and note in particular that if any aircraft does not meet the airworthiness requirements of those rules, entry application may be rejected.

I agree to waive all claims against the Gliding Federation of Australia, the New South Wales Gliding Association and Cudgegong Soaring Pty Limited and any person assisting in the organisation or running of the competition (including matters ancillary to the competition) for any property or personal damage whatsoever.

I enclose cheque/money order for \$295 (per aircraft) entry fee.

Signature Pilot: ..... Date .....

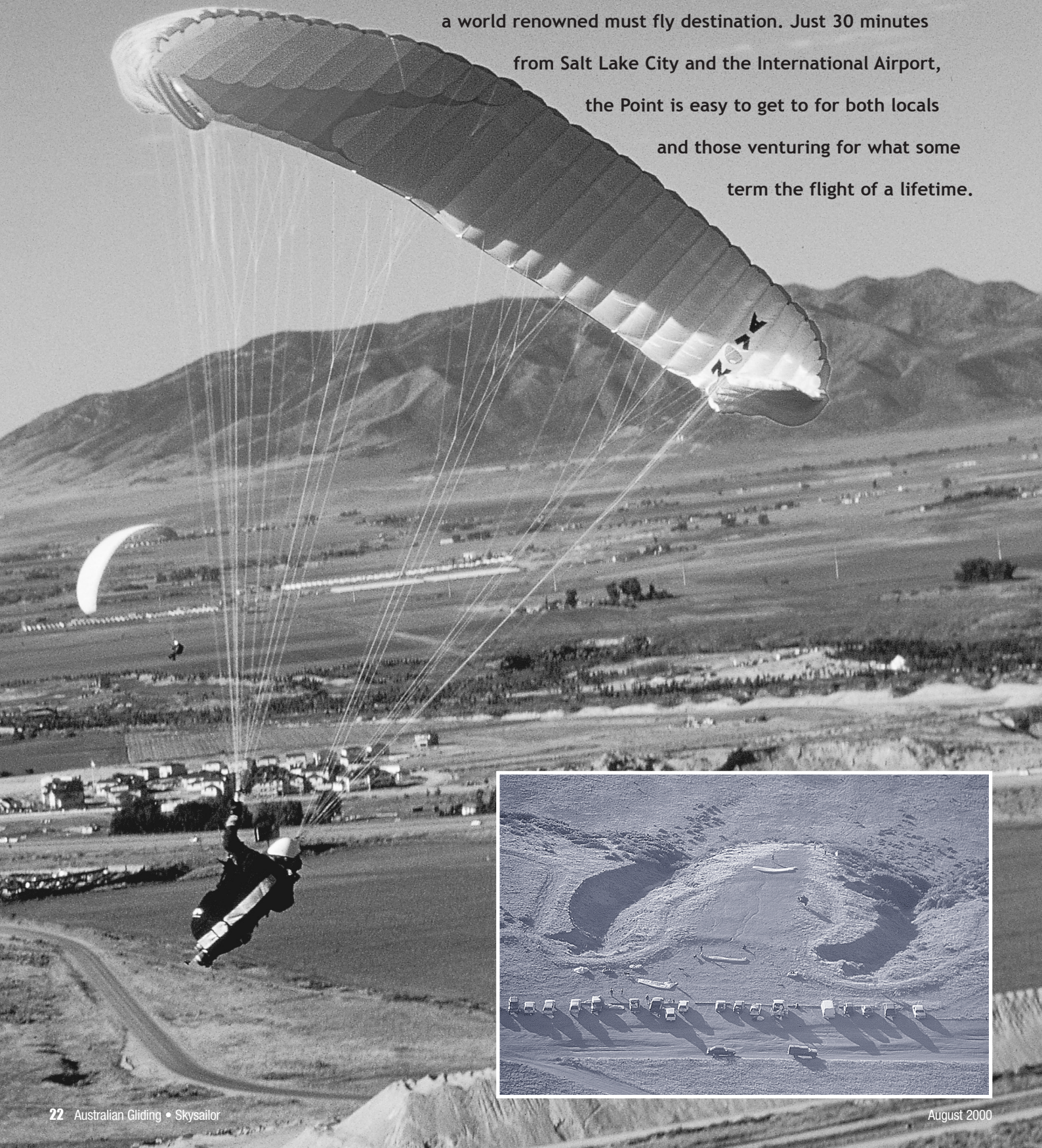
### Office Use Only

Date received ..... Payment received ..... Rules posted .....

# Experiencing The Point

ROBIN MOORE

Recently, I spent a few days at 'The Point of the Mountain', Utah's paragliding hot spot. The Point, as it is most commonly called, is fast becoming a world renowned must fly destination. Just 30 minutes from Salt Lake City and the International Airport, the Point is easy to get to for both locals and those venturing for what some term the flight of a lifetime.





**A**ptly named, The Point of the Mountain is just that, a tip of a slope which levels out to a plateau and gently extends down into the Salt Lake Valley. Having exited off the freeway, the signs lead through a quiet residential neighbourhood, and then onto a narrow dirt road which spills out to several parking lots on the plateau.

There are two sides to The Point, the south and the north. In the mornings, the winds blow from the south, thus everyone is flying off that side of the mountain. In the evenings, the winds come in from the north, and everyone makes the shift to the north face. On both sides, the winds are continually consistent, which is one of the main draws to The Point.

In addition, The Point is an excellent place for people to learn paragliding and hang gliding alike. The south facing slope has a very mild grade. Thus, beginners don't have to make a plunge off anything steep or treacherous while still learning the fundamentals of the sport. Three gravel trails, each about 10 feet wide, run down this side of the mountain. Both launch sites are nice and flat. A local at The Point gets the lawn mower out in the summer months and trims the weeds on the south side to save the gliders from snags and rips. The launch site on the north side is a nice smooth dirt pad.

August 2000

The Point is a destination for experts from all over the world as well. While there, I met an Australian, two New Zealanders, an Austrian and several people from various countries in Europe, who had all come to catch the type of wind only The Point can provide. The Point of the Mountain logs in about 300 soarable days per year. Unlike most paragliding sites,

The Point is flyable throughout winter, with the exception of the days when it is storming. On almost any given day, there will be people hanging in the air, playing in the wind for hours on end at The Point.



**PHOTOS: ROBERT LEAHY**









## HGFA Annual General Meeting

**Venue:** Tullamarine Airport Motor Inn – Garrison Room, 265 Mickleham Road, Tullamarine, Victoria

**Date:** 2 September 2000

**Time:** 11am

**Business will be:**

- to confirm the Minutes of the last meeting; and
- to receive reports from the President, Treasurer, Auditor, Insurance Broker, General Manager and sub-committees of the Federation.

*Members wishing to place any special business before the meeting should advise the HGFA Secretary immediately.*

**Craig Worth, HGFA General Manager  
Operations Manager,  
Hang Gliding Federation of Australia**

**Phone/Fax: 02 6559 2713**

**Mobile: 0418 657 419**

**Postal address:**

**PO Box 71, Hallidays Point NSW 2430**

## HGFA Web Site

The HGFA web site is finally up and running: [\[www.hgfa.asn.au\]](http://www.hgfa.asn.au)

This site will continue to be developed and modified.

Upcoming additions that are planned are:

- A "Learn to fly" section which would be based around the existing Skysailor Training Issue.
- More information aimed at non-pilots.
- All club and instructor information will be updated monthly by a data transfer from the HGFA database. So, as long as the office has correct details, it will be reflected on the web site within one month.
- More archiving of information, such as manuals, competition results, data files etc.
- A certain amount of membership interactivity, whereby members can access certain (restricted) parts of the HGFA database for checking their membership details, and eventually, to be able to make payments and order merchandise, etc.

Many thanks to the past (and present) Board members that got this all organised, also thanks to Suzy Gneist for help and inspiration!

Anyone with comments, additions or modifications to the site please send suitably amended files to me.

**Michael Zupanc**

## WANTED: An Australian dealer to carry my line of paragliding products

I have a new style of paragliding harness that I have designed. I have been paragliding for over seven years, six of them in worldwide competition. Over the years I have seen many different harness designs, and have incorporated the best of all these

designs into one which

I sell at my school.

Safety is paramount! My harness comes with a triple lock mechanism similar to those used in the United States by drag racing enthusiasts. The current market design only uses one locking chest belt. There is an additional belt which is attached to the harness base and fastens to the chest lock, that runs up between the leg opening. My harness design will automatically seat the pilot, enabling the pilot to concentrate on trimming the sail and enjoying him/herself.

Other added features include extra lower padding (for rough landings), side protection, heavy duty double stitched edge trim, extra large gear storage compartments, concealed harness buckles, and a sleek aerodynamic user friendly design.

Please contact me at [\[www.airfly.net/bguide.asp\]](http://www.airfly.net/bguide.asp) if you're interested.

## Property (with launch) for sale

Lake George and Federal Highway frontage, this 167 acres has a north-easterly aspect with power, dams and telephone. Ideal for hang gliding and grape growing, with inclusions such as income from communications towers and 1900 acres of lake lease. For more information phone Kate at Leggett's Real Estate 0411271222, 0262973555 or see [\[www.leggetts.com.au\]](http://www.leggetts.com.au) to check out our web site.

## Club News

### Picolight Flying Club

The Picolight Flying Club is a group of paramotor and hangmotor pilots (and aspiring pilots). The club's membership currently stands at 37. We run an email network where we exchange bits of information, keep others up to date on new developments and have the occasional email chin wag.

Anybody who wants to join the network please contact Jos Weemaes at [<jweemaes@albury.net.au>](mailto:jweemaes@albury.net.au)

## Did You Know?

...that HGFA membership has grown from 1,825 members in 1991 to approximately 3,100 members in 2000.

*(These figures do not include trainee members or overseas visiting pilots.)*

## Hill Flyers News

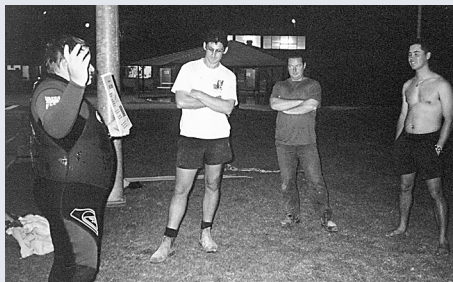
The winter westerlies have arrived a little late this year, with generally fine weather lasting right through to mid June. Great weather has seen lots of flying with nearly every pilot having at least their launch video taped in an effort to pick up on and get rid of any bad habits. However, most pilots showed excellent launch technique from the hills.

The June fly-in saw us getting some excellent flying at Noondeening, while the non-flyers (partners and friends) enjoyed the farm life (which included being chased by five newly born, very brave lambs!) and a late afternoon tea in the local favourite Toodyay Cafe. A moderate nor'easterly and big juicy thermals allowed us to climb up to a mid-level inversion at around 3000ft, with cloudbase about 7000ft according to the temp trace from the Met bureau. Dave Eck did a another small out and return of about 2hrs - well done Dave, more FAI badges to be awarded.

Looking forward to our next spring fly-in coming up in September. Check the Skysailor Calendar of Events and the Hotline (94873258) for details.

For those of us who have not yet attained their Intermediate Pilot Certificate, the club will be holding an "intermediate" theory night, to assist in bringing pilots up to "speed" with their theory. Further to this, a series of lectures are being organised by Bomber for all pilots, which will cover cross-country flying and advanced techniques for thermalling both flat land, hills and assessment of conditions, etc...

## Blue Mountains Hang Gliding Club Water Landing Night



**Our dive instructor gives a "pre-flight" safety briefing**

The BMHGC would like to thank all persons involved in the success of their Water Landing Night – scuba divers, participants and organiser Chris Webster.



**Nose down, run... swim...**

**Photos: Richard Lockhart**

The evening provided invaluable experience, which although we hope will never be put to use, may just save a life if it is.

**Richard Lockhart**

A chute repack is also being organised before the spring fly-in, so pilots can ensure all of their safety equipment is up to "scratch". The winter westerlies will no doubt see some great flying at the Range, possibly due to a "Faun wind" effect where the westerly winds dry the air when they blow across the Darling escarpment. The Range has the peculiarity of fine weather and fair wind while the rest of Perth has clouds, squalls and rain.

See you in the air...

Rick

## Product News

### Kite Surfing

**Lookout! Pro-Design Para-Foil kites now available.** Kite surfing with Para-Foil kites is taking off. Give it a go – it's heaps of fun! Two and four line control models available. Use a buggy, skis or roller blades. There are larger kites for light wind conditions and smaller kites for when it's blowing hard. Also available are the new stunt kites which are very manoeuvrable and great to play around with as

you can stall, negative spin, land softly and take off again all without assistance. Check them out!

New video available on the steerable Help 360 and 400 reserve parachutes. This video shows the capabilities of this brilliant reserve, including excellent sink-rate and opening time, along with the ability to steer away from those powerlines and fences. Demonstrations include different techniques for disabling the main once the reserve is open, and stand up landings.

New Pro-Design flying suits in stock, most sizes. Highest European quality made by Skyline. Plenty of pockets, great styling and toasty warm (tested in Canberra!).

Jam-Pro Pro-Design's top of the line harness is available with side mounted reserve, back protection, great weight-shift and incredibly comfortable. Different sizes and colours available.

Australian Paragliding Centre, Murrumbateman NSW. Ph: (02) 622 68400; or visit [www.pro-design.at/].

Peter Bowyer and Belinda Head



Steve Bowtell with son "Steve Junior"

### Right Altitude Microlights

We are pleased to welcome two new trike pilots, brothers Steve and Jeff Bowtell.

Steve and Jeff Bowtell learned to fly trikes at The Right Altitude at Benalla during Spring 1999. They came to triking from different backgrounds - one from a very experienced aviation background and one from a very limited aviation background. Both now very

much enjoy their weightshift aircraft, and it has been a pleasure to have them do their training at Benalla.

They bought identical blue Airborne Edge X Trikes with the new Streak wings. Together with a purpose built tandem trailer with wing racks and the easy-load tilt system, there will be no stopping them in their travels! Fly, fly, fly!

Tony Dennis, Chief Flying Instructor



Brothers Steve and Jeff Bowtell with their new trikes on tandem trailer  
Photos: Tony Dennis

## FAI News

### World Pilot Rankings Update

The latest WPRS see changes to hang gliding, paragliding and speed gliding. There are no changes to Class 2. In addition there is a new ranking category for precision paragliding.

Hang gliding sees the addition of the Japanese HG nationals and no competitions deleted. However there is a change in the top 10 as a result of a correction as Alvaro Sandoli (alias Nene Rotor) (BRA) was listed under both names, with the scores combined he is now in equal 9th place with Steve Moyes (AUS) and Pedro Matos (BRA). Andre Wolf (BRA) remains in 1st place on 258 points, 6 points ahead of Betinho Schmitz (BRA) in 2nd place. Manfred Ruhmer (AUT) is 3rd (225 points), Alan Barnes (GBR) 4th, Oleg Bondarchuk (UKR) 5th and Richard Walbec (FRA), who has only 3 competitions counting, is in 6th place. Joel Rebbechi (AUS) maintains 7th place ahead of Jim Lee (USA) in 8th. Françoise Moçellin (FRA) still leads the female rankings in 42nd place overall (100 points), with Kari Castle (USA) 2nd and Tove Heaney (AUS) 3rd. There are 431 pilots ranked.

In speed gliding the WHGS 1998 New Zealand event has been deleted and John Smith (NZ) heads the ranking ahead of Karl Ewing (AUS), with Betinho Schmitz (BRA) in 3rd place, Oleg Bondarchuk (UKR) climbs to 4th from 6th, Joel Rebbechi (AUS) up to 5th from 10th, Geoff Dosetter (NZ) to 6th from 13th. Callum Fisher (NZ) drops to 7th from 3rd, Max Wiener (GER) climbs to 8th from 16th, Clint Fraser (NZ) and Lopes Rubens (BRA) are equal 9th. ▶



The paragliding rankings see the addition of the Slovenian Open and Pre-PWC Greece. There are no changes in the top 8 places, with Steve Cox (SUI) maintaining first place on 214 points. Ondrej Dupal's (CZE) win at the Slovenian open brings him to 9th place (from 36th) and he pushes Martin Brunn (AUT) to 10th place. Petra Krausova (CZE) still leads the female rankings and has climbed to 26th place overall, with Andrea Joubert (RSA) 2nd and Noriko Mizunuma (JPN) 3rd. There are currently 566 pilots ranked.

There are no changes in the top three placings of the paragliding nation ranking (excluding precision events). However, following the Slovenian Nationals, Slovenia jump from 17th to 4th in the paragliding nation rankings, and Slovakia from 10th to 9th. Germany (5th), South Africa (6th) and the Czech Republic (7th) all fall a place. France maintains 8th place, but Great Britain falls from 7th to 12th and Italy from 9th to 10th. Full details of the nations rankings can be found on the World Pilot Ranking System website. Pilots should check that their personal record shows the correct nationality, particularly as there are a few pilots of unknown nationality. All amendments should be emailed to Sarah Fenwick (civl@ukonline.co.uk).

The first Precision (accuracy) Paragliding ranking has been published, however as yet only shows the results of the Slovenian Accuracy Open with Matjaz Sluga (SLO) in first place, ahead of Dusan Gorenc (SLO) and David Sluga (SLO). Adreja Erzen (SLO) is top placed female in 24th place overall.

With the forthcoming Category 1 Championships requiring all pilots to have placed in the top 2/3rd overall of a Category 1 or Category 2 event in the previous 3 years, a full list of qualified pilots will be posted to the CIVL website in the near future.

Full rankings can be found on the FAI/CIVL website at [www.fai.org/hang\_gliding/rankings/] or the British League website at [www.theleague.force9.co.uk] where they are available in positional and alphabetical order and the database files are available for downloading in Excel 97 format.

Results from Pre-PWC Austria (PG) haven't been received and are not yet included.

Forthcoming HG competitions (Class 1 unless otherwise indicated) that qualify for WPRS points are:

**Category 1:** Female World Championships, Greece; European Championships, Austria (Class 1 & 2); World Speed Gliding Championships, Greece.

**Category 2:** Finnish HG Open; Spanish Open; Pre-World Air Games; Red Bull Speed Run; Icelandic HG Open; German Open (Class 1 & 2); British HG Open, France (Class 1 & 2); Dutch HG Championships, Italy (Class 1 & 2); Brazilian Masters.

**Sub-ed note:** A few serious towing accidents this year have generated much talk on various towing release and bridle systems. The following information may be of help, but experienced instructor advice should be sought when choosing a safe towing system for you and your wing.

## Product Review – Linknife

I came home and listened to the messages on my answering machine: #1 "beep beep"

#2 "beep beep" (Why don't they just leave a name?) #3 "G'day! 9,000ft two days ago, 9,000ft yesterday and 5,000ft today after I knocked off work. See ya' at spring thermalling. Oh yeah, got this great new thing called a Linknife; you may have seen it advertised? – beep beep."

9,000ft!? I knew it was Phil from Newman. So high, so early in the season – Bastard.

It arrived just in time for an aerotowing weekend. I used it with some apprehension during the tow, wondering if the thing would release on me and... it didn't, well not until I yanked it half to death.

The next tow (it's early in the season okay, not all of us get away first tow, or second) when I was feeling more confident with the Linknife, I cut off the tow with but a mere hint of pressure from one finger.

The following weekend saw the start of the club's annual spring thermalling week, and I was eager to show off my new toy...

"How does it work?" "Where do you put the ring?" "Pretty simple eh?" "How much?"

I normally pin off with my foot during a ground tow because the release is just hanging there and also because I don't have to take my hand off the basebar when turning into a thermal on release. BUT my hand is always poised in case of release failure. With the Linknife I felt very confident of a clean cut away with the minimum amount of pressure required.

The Linknife is an ingenious little tube (about 15mm in diameter and 60mm long, with two blades arranged hook knife style) that holds on to your weak link during the tow. The weak link is allowed to twist/spin inside the Linknife without upsetting the release. When you pull (touch) the release cord it cuts the weak link away.

It's also a back-up release which can be placed almost anywhere in the bridle system. The two stainless steel blades form a "V" which will quickly and cleanly cut anything that fits into the 3/16" slots, including perlon, towline, webbing and, of course, weak link strings of any strength.

Forthcoming PG competitions that qualify for WPRS points are:

**Category 1:** European Championships, Germany.

**Category 2:** PWC's – Granada, Portugal, Mieussy and Chamonix; Pre-PWC's – France; German Open;

A 1/4in thick steel ring or rapid link is needed to back up the Linknife in static line towing or other methods where the Linknife is placed between bridle and towline and requires an angular pull; this prevents the Linknife from cutting the bridle. Smaller links can get caught in the slots. For aerotowing, where the main release is on the bridle at the keel, the link is not always necessary as the direction of pull is perpendicular to the line.

No matter what type of towing you are doing – aero, payout, static line, foot, dolly or platform launched – there is a place for the Linknife. It cannot accidentally come off, so it's always there when you need it.

### Advantages:

- No heavy three ring release
- Very light
- Cheap
- Simple system

### Disadvantages:

- Blades will eventually get blunt (been using mine since Sept '97)
- Loose the occasional "O" ring retainer (20 cents each)

This is what Donnell Hewett (towing pioneer, author of the 12 skyting criteria, inventor of towline tension sensing and designer of the Hewett Centre-of-Mass bridle) has to say about the Linknife:

*"In my opinion, the Linknife is exceptionally brilliant! It seems to solve most of the problems associated with release systems without increasing the complexities. I cannot think of any major weaknesses or objections that you did not address."*

NASA purchased 14 Linknives for use on the X-38 Space Station Lifeboat. They use four on each plane to cut away the initial drogue chute.

If you'd like more information there is a short video on the web (approximately one minute to load): [www.birrendesign.com/LKanimation.html].

If you'd like to get a Linknife, Sky Sports Flying School has just been appointed the Australian agent. Contact them on (08) 9451 9969 or 0419 942 645 or email <info@hangglide.com.au>.

Gordon Marshall

Alpen Adria Open, Austria; Nordic Open, France; British PG Open, Spain; Aeolia Open, Greece; Finnish PG Open.

Accuracy (precision events):

**Category 1:** World Accuracy Championships, UK.

## Category 2: Nantanya, Israel.

Details of these competitions can be found on the CIVL web page: [www.fai.org/hang\_gliding/competitions/comp\_schedule.asp].

Any queries/questions regarding the World Pilot Ranking Scheme should be sent to Sarah Fenwick, email <civil@ukonline.co.uk>.

### Category 1 Qualification

The list of pilots who have qualified for Category 1 events, either through the World Pilot Ranking Scheme (WPRS) or through finishing in top 2/3 of a CIVL Category 1 or 2 event in the previous 3 years, has now been posted to the FAI website [http://www.fai.org/hang\_gliding/competitions/qualified.asp] and will be updated each time the rankings are updated.

There are four lists:

- HG pilots qualified via WPRS points
- HG pilots qualified via 2/3 rule (but who do not have WPRS points)
- PG pilots qualified via WPRS points
- PG pilots qualified via 2/3 rule (but who do not have WPRS points)

There are full instructions on the website as to how to sort by discipline and name or alternatively to download the entire list (which is sorted by country).

### FAI suspended or non-member countries

It should be noted that pilots from countries that are not FAI members (eg Paraguay) and countries currently suspended from the FAI (Armenia, Bulgaria, Chinese Taipei, Honduras, Peoples Democratic Republic of Korea, Moldova, Philippines, Puerto Rico, Tunisia, Uzbekistan) do not have the right to compete in FAI/CIVL sanctioned competitions.

### FAI temporary members

Pilots from FAI temporary member countries (Ecuador, El Salvador, Georgia, Guam, Madagascar, Peru, Surinam, Trinidad & Tobago) cannot fly in FAI/CIVL competitions under the flag of their nation. However they can compete in FAI/CIVL sanctioned competitions under the FAI flag if they have been issued with a temporary FAI Sporting Licence by the FAI office. These pilots will be listed in WPRS as "FAI (Temp – Country name)"

### FAI Associate members

These countries must have Associate Membership for hang gliding (includes paragliding) in order for their pilots to be able to compete in FAI/CIVL sanctioned events.

A few pilots from some of the above countries have been wrongly entered into the WPRS. They have now been removed and will not appear on the next published list.

Full details on the membership status of countries can be found at [www.fai.org/fai\_members/] and further details of implications to pilots can be found in the FAI Statutes [www.fai.org/documents/constitution/statutes.html#c2].

Any queries regarding qualification or corrections regarding country affiliation should be addressed to Sarah Fenwick <civil@ukonline.co.uk>.

## Seventh Women's World Hang Gliding Championship

The 7th Women's World Hang Gliding Championship, held in Beotia, Greece, 16-24 June 2000, has just been completed. The final results are:

### Individual

1	Kari Castle	USA	3,347
2	Françoise Moçellin	France	3,205
3	Neva Bull	Australia	3,012

*Congratulations, Neva! – Sub-ed*

### Team

1	Germany	8,206
2	France	7,745
3	USA	7,479

The full results can be found at [http://events.fai.org/hgpg/wchg2000/index.asp].

## FAI Class 0 Record Claims

**Sub-class 0-2 (HG with rigid primary structure/movable control surface(s)) – General**

**Claim number 6586:**

*Type of record:* Distance over a triangular course  
*Course/location:* Kössen–Gerlosstein–Brandl Alm–Kössen (AUT)  
*Performance:* 225.2km  
*Pilot:* Toni Raumauf (AUT)  
*Hang glider:* type to be advised  
*Date:* 9/6/2000  
*Current record:* 105.67km (8/7/96, Stewart Midwinter, CAN)

**Sub-class 0-1 (HG with rigid primary structure/controlled by weight shift) – General**

**Claim number 6602:**

*Type of record:* Distance over a triangular course  
*Course/location:* Stubnerkogel (AUT)  
*Performance:* 227km  
*Pilot:* Josef Brandner (AUT)  
*Hang glider:* Icaro Laminar 14 ST  
*Date:* 20/6/2000  
*Current record:* 205km (17/6/96, Jo Bathmann, GER)

**Claim number 6605:**

*Type of record:* Distance over a triangular course  
*Course/location:* Stubnerkogel (AUT)  
*Performance:* 226.3km  
*Pilot:* Martin Guggenbischler-Saleyka (AUT)  
*Hang glider:* Icaro Laminar 14 ST  
*Date:* 20/6/2000  
*Current record:* 205km (17/6/96, Jo Bathmann, GER)

**Sub-class 0-3 (Paragliders) – General**

**Claim number 6603:**

*Type of record:* Distance over a triangular course  
*Course/location:* Stubnerkogel (AUT)  
*Performance:* 205km  
*Pilot:* Klaus Heimhofer (AUT)  
*Paraglider:* Gin Boomerang

*Date:* 19/6/2000

*Current record:* 181km (19/4/97, Pierre Bouilloux, FRA)

**Claim number 6604:**

*Type of record:* Speed over a triangular course of 200km

*Course/location:* Stubnerkogel (AUT)

*Performance:* 23.61km/h

*Pilot:* Klaus Heimhofer (AUT)

*Paraglider:* Gin Boomerang

*Date:* 19/6/2000

*Current record:* None

**Sub-class 0-3 (Paragliders) – Multiplace**

**Claim number 6600:**

*Type of record:* Distance over a triangular course

*Course/location:* Melchboden Kiosk (AUT)

*Performance:* 105km

*Pilot:* Jürgen Stock (AUT)

*Paraglider:* type to be advised

*Date:* 20/6/2000

*Current record:* 78.15km (23/5/99, Roland Würigler, SUI)

**Claim number 6601:**

*Type of record:* Speed over a triangular course of 100km

*Course/location:* Melchboden Kiosk (AUT)

*Performance:* 19.62km/h

*Pilot:* Jürgen Stock (AUT)

*Paraglider:* type to be advised

*Date:* 20/6/2000

*Current record:* None

**Claim number 6606:**

*Type of record:* Distance over a triangular course

*Course/location:* Stubnerkogel (AUT)

*Performance:* 101.2km

*Pilot:* Lois Grugger (AUT)

*Paraglider:* type to be advised

*Date:* 20/6/2000

*Current record:* 78.15km (23/5/99, Roland Würigler, SUI)

*Wow – what a day in Austria! Sub-ed*

The details shown above are provisional. When all the evidence required has been received and checked, the exact figures will be established and the record ratified (if appropriate).

## Record Cancellation

FAI has cancelled the following Class 0 record attempt:

**Sub-class 0-3 (Paragliders) – Multiplace**

**Claim number 6363:**

*Type of record:* Straight distance

*Course/location:* Mt Borah, Manilla (AUS)

*Performance:* 223km

*Pilot:* Godfrey Wenness (AUS)

*Paraglider:* Advance Bi Beta 2 Proto

*Date:* 11/1/2000

*Current record:* 213.7km (2/12/99, André Fleury, BRA)

Reason of cancellation: no valid barograph trace.

*Bad luck, Godfrey. Just make it 250 next season! – Sub-ed*



# Letters to the Editors

**"...WE FLY NOW AT THE PEAK OF  
THE GREAT MOUNTAIN WIND.  
BEYOND A FEW HUNDRED FEET,  
I CAN LIFT THIS OLD BODY NO HIGHER."  
"BUT YOU CAN JONATHAN. FOR YOU HAVE  
LEARNED. ONE SCHOOL IS FINISHED, AND  
THE TIME HAS COME FOR ANOTHER TO BEGIN."**

**RICHARD BACH, JONATHAN LIVINGSTON SEAGULL**

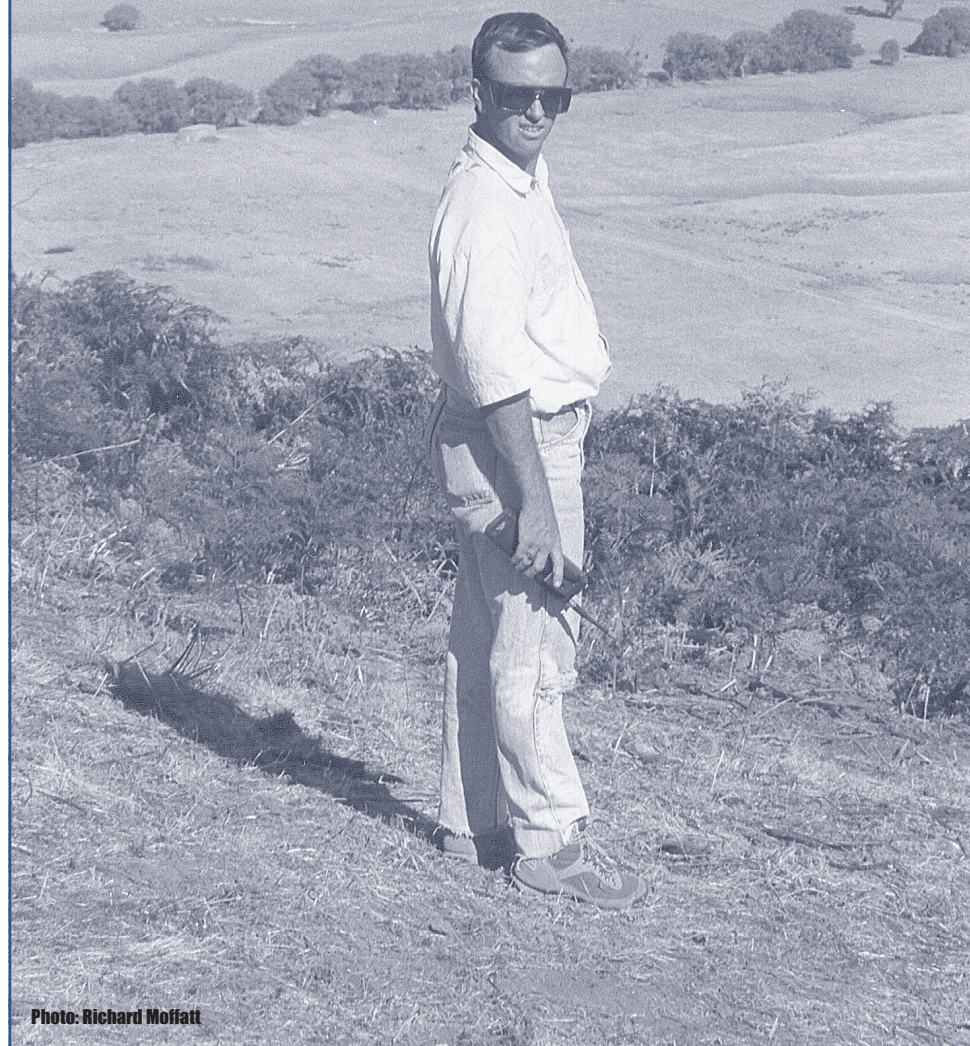


Photo: Richard Moffatt

## Phil Brown

Phil died at home of cancer on 24 July 2000, aged 35. Phil was a passionate pilot with PG, HG, GA & GFA licences. He taught many people to paraglide whilst working for Alpine Paragliding, and shared his flying knowledge generously with anyone who was interested.

Phil lived his life right to the end. He flew all summer in his Xtralite, even when we had to carry it right on to the Buffalo ramp for him. In the end Phil had obviously decided he had had enough and died quite quickly and quietly.

For those who knew him, it was a privilege to meet him. We miss him and our hearts go out to Sam, and his family.

**Peter Mack**

I first met Phil Brown when he and Sam were commuting from Melbourne to Bright each weekend to fly, almost 10 years ago. Very soon, they decided to move to Bright and live their ideals. Phil and I worked that summer together as trainee-instructors, flew paragliders almost every day, shared a house, and we became good friends.

Since then, Phil and Sam lived in Switzerland and Indonesia, and Phil has continued to fly, whether it be paragliders, hang gliders, gliders or planes and even won the Forbes Paragliding Nationals once for good measure.

I remember Phil telling me that when I got my instructor rating, he would learn to fly helicopters as well. I know he would have made a terrific student, and it saddens me that we'll now never get that chance.

Phil's life was one that, although cut short, was well lived. I, and all whose paths he crossed, were privileged to have spent time with him. My thoughts and sympathy go out to Sam, and all his family. Farewell Phil.

**Richard Moffatt**

### My guru has flown on

► Twenty years ago I decided to get involved with aviation so I reached for the Yellow Pages and behold (McDonald Hovering Craft) – a quick call and a short drive, I met a man who in time I would look up to, admire and respect for who and what he was; his honesty and help was beyond question as was his love and devotion for flight. He was a man of few words, unless the topic was flight then he was a wealth of knowledge and encouragement. He did not drink or smoke, and kept in peak fitness.

One of the lessons that I learnt from him was, "If conditions are suitable to fly get yourself and your glider ready to go and then reassess the conditions, and if it's still good: Go for it."

Chris' first flights were on a home made hang glider of black plastic and tube, over 25 years ago – hilarious footage to see. My first flights were in Chris' presence, on a glider only slightly better.

Chris competed in many competitions Australia wide, and at some comps they literally drank beer from his boots in tribute. Chris, association with the Newcastle Hang Gliding Club was priceless, he will be deeply missed. His fight with cancer has come to an end.

Chris' last flight was with me, on the Morning Glory wave cloud in the Gulf of Carpentaria. I did not see him land and I think he is still soaring on, as he seldom spoke on the radio and often outlanded in far away places.

My deepest regards to the McDonald family. C'Mac will be missed by all that knew him.

**Ross Duncan**

### Time for a new logo?

► In these times of stylish design for everything from tea kettles to corporate logos, I think the HGFA logo stands out as being from a previous, not-so-stylish era. Would anyone else like a cool design to stick on their car, their helmet or themselves? I would, and I think the HGFA might sell more merchandise and gain some street cred in it's dealings with other organisations if it had a logo that looks like it has been designed by a professional graphic designer instead of by someone who aspired to, but didn't quite make, the

Leyland P76 design team (no disrespect to the current logo designer, I am sure it looked acceptable at the time).

We participate in a cool sport and we need a logo to suit. The HGFA is looking for ways to increase public interest in our sports and this is a fundamental place to assist in that goal. A logo is designed to subtly reflect the qualities of the organisation it represents, and amongst other things, the current one does not show imagination, style, or innovation. For the constant exposure a logo gets, and the important role it plays, the small cost shouldn't even be an issue. And to pre-empt a possible procrastination excuse, the logo CAN represent all the HGFA disciplines without including an actual hang glider, paraglider and trike in the design. Think laterally about the aspects common to all our forms of flight and the people flying – not the individual machines used.

So HGFA, how about it?

Geordie Haig

## Horse injury

I recently caused a horse to run into a fence and cut its jugular vein.

Luckily it's recovering now. I was free-flying cross-country and was coming in to land. I didn't see the horse as it was under or behind some big trees. It must have got a shock when I appeared suddenly, even though I was 100 metres from the horse. I was completely unaware of what had happened as I didn't see any of it. I felt good because I had avoided landing on private property by landing on the verge of the road. The owner was too busy with the horse to yell to me. I just packed up and hitched a ride back. We didn't find out about it until a negative article appeared in the local newspaper. We then contacted her, and have been to see her and the horse, paid her costs plus some extra, as well as making numerous apologies and explaining steps we are taking to try to prevent such things happening in future. (The cost was below the \$1,000 excess). We just can't afford to get land owners off side. If we cause problems for enough of them, they will start causing problems for us. We also arranged a follow up article in the newspaper. This is one of the big advantages of clubs, in that such things can be approached more comprehensively. I am very grateful to the Sunshine Coast Hang Gliding Club and the Conondale Cross Country Flyers for their generous support (I'm a member of both).

What I have learned from the incident is that although most animals are okay, a small fraction of them are jumpy and can be very easily panicked. This means unless you know the particular animals you have to treat all animals as easily panicked. When an animal panics, it forgets about the fence it has been living inside for years, and can run straight into barbed wire at full speed. Animals in small fields are in much bigger danger than animals in big

fields, as in big fields they can follow their instincts and just run away safely. Animals like to shelter under trees and so can get surprised when you suddenly come into view.

After emailing Craig Worth it was brought home to me the disadvantages of our insurance coverage. Insurance companies will use any legal means to avoid paying out. The more they pay out, the higher their premiums must be, and the less competitive they become. What this means for us is that if we admit liability or say that the insurance will cover it, it can give the insurance company a legal way to avoid paying. I can't understand why this should be, but if true, we must live with it. Can any legal eagles out there explain how this could be so? (either here or on the HGFA Discussion email list). It may be just a bluff by insurance companies to further increase their chances of avoiding paying. Our public relations problems will only be given lip service by the insurance companies. Their bottom line is their profits. Perhaps the only thing we can say after a potentially expensive incident is: "We have insurance coverage for this type of thing. In order not to prejudice the insurance claim I am told that I must not admit any liability whatsoever. I'm sure you understand what insurance companies and the legal system are like".

As public relations go, this sucks. I hope someone can tell us whether saying "I'm terribly sorry, we will make sure you are not out of pocket over this incident" will actually decrease the chances of an insurance payout or not.

Graham Sutherland



## Magazine content

I would like to see rather less about competitions and more written with the low time pilot in mind. If Southern Cross is any guide, a very small proportion of pilots ever take part in competitions, but we see the same sort of stuff written about much the same group of people year after year.

With regard to the June copy:

1. I don't think I have ever seen such pathetic cartoons as those by Jules Makk. I hope that he won't be a regular contributor.
2. Brad Edwards described the new rescue system for the ASW28 - 'Schleicher has come up with a solution, which is likely to show the way to others ...'. Is this any different from the ballistic parachutes which have been installed in other aircraft for some years? From the description given it sounds basically the same.

HJ Woodthorpe

## GFA Badges & Certificates



### As at 20 June 2000

#### A Certificate

KUNST Belin Charles	10423	Sthn Downs
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#### A & B Certificate

BURGE Kimberley Wayne	10420	Beverley
AMERY Richard James	10429	Narrogin
HURMAN Karl Alexander	10430	NSW AIR TC

#### A, B & C Certificate

RICHARDSON Geoff Wayne	10419	Murray Bridge
ROCKETT Georgina Mary Inett	10421	GC of WA
HOLDOM Cliffird Anthony	10422	Narrogin
SCHLUENSEN Dirk	10424	Sthn Riverina
VOELKER Antje	10425	Sthn Riverina
WRIGHT Jono	10426	Central QLD
HOARE Julian	10427	Sthn Riverina
BIEHLER Daniel	10428	Sthn Riverina

#### Silver C

FENN Matthew	4324	Adelaide Uni
BOAG Christopher Charles	4325	Sthn Riverina
SCHLUENSEN Dirk	4326	Sthn Riverina
MARTYN Roderick John	4327	Central Coast
HOARE Julian	4328	Sthn Riverina
AMERY Richard James	4329	Sthn Riverin

Claims for all badges and certificates to:

FAI Certificates Officer:

Beryl Hartley

106 Meryula Street, Narromine NSW 2821

Ph: 02 6889 2733 (w), 02 6889 1250 (h)

Fax: 02 6889 2933

Email: hartley@avionics.com.au

Decentralised Competition entries to:

Chris Stephens

PO Box W48 Wanniasa ACT 2903

Ph: 02 6231 4121

Email: poboxw48@dynamite.com.au

## Fledgling • Part 2

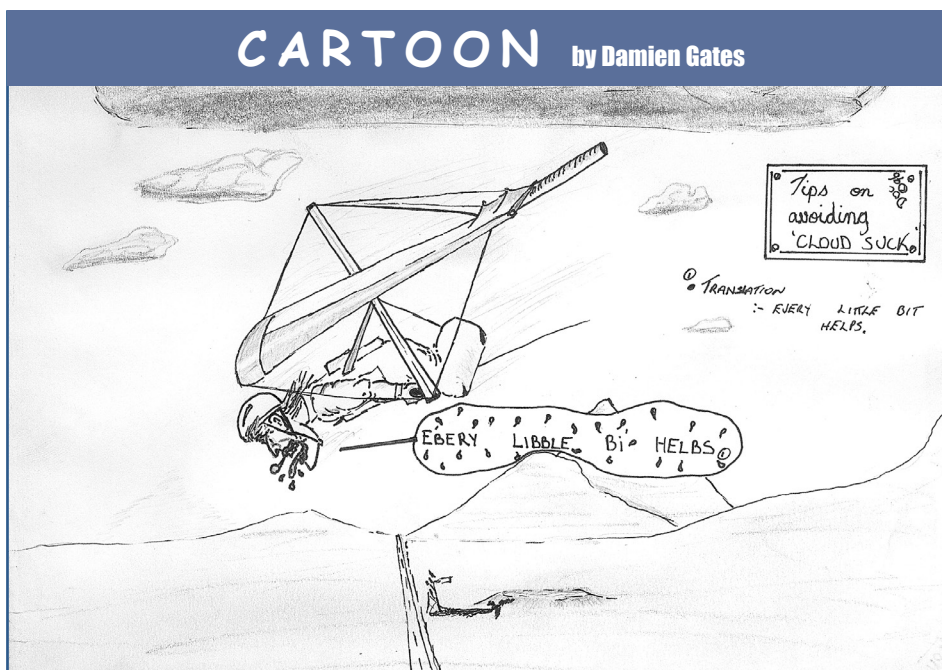
DAMIEN 'TEX' GATES

**Y**ou have thermalled high. You know what to look for and how to use it when you find it, reasonably well. You have experienced a few good or light thermals in one flight, taking you a short way from your launch site and maybe back again. I hassled the hell out of everyone I could at this stage. My advice is to ask so many questions, legitimate ones, that the advanced pilots are swearing at you – then ask them some more. Ask about thermalling efficiently, getting to base, what to look for to get your next ride, where to go in your particular neighbourhood. The recurring theme was always “just get up and go”, among other serious, various half-serious and many true gems of instruction. As you will no doubt have already pondered a similar statement for ethereal meanings and earth-shattering enlightenment, you will only find its true essence by achieving it, ie by getting up and going.

Never before has such a simple task seemed so daunting. The key is to plan your flight whether it is a ridge run, small out and return or cross-country. You should be confident with your landings; this means confident in your ability to assess any paddock for obstructions, wind and lay of the land. You also have to know which landing options are within glide of your particular glider (it's best to have more than one option). I managed to get high one day and glided off, knowing I would make my next paddock easily, and confident with what I needed to do when I got there. Confident enough that when I arrived and found lift I could track on to my next option, landing easily in a familiar area for my first XC flight of an amazing 15km. That's nothing, many may say, but it is a step into an abyss of the unknown for the XC novice. Only once you have experienced it can you realise what it means and exploit it. Aahh! Get up and GO! It all makes sense now.

Having flown a number of times around a familiar area, mostly not going far due to inexperience, you have learnt a great lesson: assessing landings and conditions whilst in the air. It is now a more familiar process, and as the knowledge base grows so do your aspirations. Now you know what it is like to really fly from one place to another, and you know what you need to think about to do it more.

Going over the back. A true test for the uninitiated at one of my regular flying sites, as there are a couple of valleys to negotiate. However, with experience of flying them comes an ease of getting through. On one occasion, after



bothering one of the Jets for a course of suitability for myself, came the reply “Nice tailwind... get high and stay high. Drift with zeros or better. See ya' out there!” It was nice to have my own flightplan confirmed. So I got high, drifted with zero or better and flew 30km by cloud development as thermal indicators. More experience in the bank.

All along you hear and know that a vast amount of experience awaits you, and a good way to get it is to fly in a competition or as a wind dummy. The beauty of the latter being a prime spot on launch and a plethora of willing wire assistants helping you off the hill. Believe me, they really do want you to go up and when you do, you will learn how to gaggle fly or else fly off looking for greener, less cramped horizons.

If there is a secret, it is to simply follow a nice circular path in lift that you see the other more experienced pilots take. If you catch up widen your circle a bit, or if clearance is enough you might tuck inside them with a tighter turn. Generally they will climb through you, so ask yourself how and try to emulate it if it is within your ability. If they are climbing better you are probably in the wrong spot. Soon you will coordinate well with other thermalling pilots above and below or in the same air as you are. You will also have some closer encounters and sensibly leave if at all concerned with your position. In time these encounters will also be co-ordinated, and even more co-operation will see you thermalling with some of the best before they glide off to leave you floundering on your next decision. So much in the bank, now you feel rich.

Throughout this time the hours are building and hopefully you have amounted enough to sit for an intermediate exam. You might just have grasped the whole practical and theoretical exercise and are confident in the air at 20 hours. Cross-countries are your heart's desire, or maybe you are content on a coastal ridge. It is time to

now really learn the weather and start assessing your flight options on various days, planning your goals and making some critical decisions yourself: whether to fly, where to fly, weather conditions, likely outcomes. You might sky-out on a booming day and find cloud suck, or recognise a convergence on the coast and climb in silky smooth air to great heights.

The best piece of advice I received at this stage is to get ready when the experienced pilots are doing so – they know. They also provide a good indication of thermals. Don't be fooled into always playing wind tech; drop back in the line a few places and watch. Be ready to go when you can get up, then use the other gliders to set a course. Reading books at this stage can offer such gems as, “Fly cloud in top third of sky, both sky and ground in the middle and ground in bottom third.”

Constant bomb-outs are hopefully a thing of the past, and frustration is the result if not. No longer does the simple thrill of having flown keep your appetite satiated. You want to go far. Possibly the best step to take now is to fly in a competition. Here you will find many like-minded people; people of your experience to compare notes and fly with/against and get some performance indicators within your own range. You can arrange support and keep your mind on flying, not on how you will get home. You can use new gadgets like GPS to play with and learn from. Consolidate your previous navigation and weather assessment for prolonged distant flight. Not to mention, many experienced minds to pick – watch and follow (for a short period of time). Most importantly, the exhilaration of “landing where you can no longer see the hill you took off from”, a reading from the Gospel of Flight according to Yoda.

*Next month: Competition as an intermediate pilot, PB's, going for gold (goal), and widening horizons.*

# Riders on the Storm

## science fiction

GRAHAM SUTHERLAND

Late November, it's shaping up to be a good season. The thunderstorms have been averaging two a week. A quick check of the internet gives me some three dimensional close-up live satellite images of three thunderstorms building, out over the border ranges.

"Ah Ken? We're not very busy are we?"

"What?" he says, "More storms? Alright, off you go."

A quick call to my mate Shane to tell him it's on. "I'll meet you at the strip in an hour." I've finally talked him into coming with me for his first storm ride. He's been bagging it for so long. "Using a motor is for wimps. That thing glides like a brick. How can it be fun being strapped into a martini shaker and shaken not stirred? I'd rather play HangSim 2." I eventually told him to put up or shut up.

He arrives at the hangar just as I'm wheeling out my new 'Thor'. "Get in the back and I'll give you a run down. What do you want first, the good or the bad? The bad first, eh? Well, see those paper bags in the back of my seat? Yep, you guessed it – after you've filled one up put it in the bin there. There's a bottle of water and some tissues.

Now for the good stuff. I know that you reckon' she glides like a brick, but the low aspect ratio wing will handle twenty G's. When you're going up at 20 metres per second an extra half-meter of sink rate is irrelevant.

Notice how the skin is all aluminium? Well, there are two reasons for that. Firstly, fibreglass has a nasty habit of exploding when hit by lightning due to the small amount of water that permeates in, turning instantly to steam. Also, no electric field can exist inside a conducting body, so we're safe even if we get (thunder) bolted. That's also why there are those two copper strips over the top of the unbreakable lexan canopy. Won't the aluminium be dented by hail? No, it's backed by ply and supported by foam."

Fifteen minutes later we're in the air and heading south-west to meet the closest anvil.

"It'll take us about three-quarters of an hour to reach it so settle back, put on the virtual reality headset and enjoy the view. Awesome isn't it? There's a high res camera in each wing tip. The toggle switch on your left is the zoom. You get incredible depth of stereoscopic vision when your eyes are eight meters apart! There's nothing more

awe inspiring than an in-depth view of a 10 kilometre high cu-nim."

"What? You old fart – you must be getting senile. If Godfrey's 15 year-old son Jesu can do 500 klicks you should be able to do at least 400. If you're going to continue to fly with just a big handkerchief and a few bits of string you should get a new Omega 10. Those self-healing molecular lines have negligible drag. It's great the way those lines just slice through the snags that would have hooked up the older and much thicker micro-lines. And they're so slippery they don't get knotted at all. The flying suit you wear so that you don't slice yourself to pieces with the near invisible lines looks spacey too. Still, the nano-lines have allowed paragliders to finally equal the L/D of hang gliders. You'll have to be pretty careful with spectators though – launching an Omega 10 with spectators nearby is as dangerous as landing a hang glider amongst spectators."

As we get close she looms above us like an enormous wave about to break on our heads. First we are under the anvil, then we slip in under her skirt and it suddenly gets dark. There's a few million tons of water and ice stretching 10 klicks above us. "Shane, press that red button in front of you. Notice the horizontal black line across the field of view, with everything below slightly darker? Well, that's your artificial horizon. If you start feeling queasy watch that. What you see will correspond with what your inner ear is feeling. You'll be less likely to spray the canopy (and me) with 'chunkies'."

"Okay, here's our rocket ship. I'll bank it up tight and we'll screw up into this monster." Motor's off. Prop's folded. Ten meters per second. Peanuts! Radar's on.

"If you look up, the computer will give you a virtual reality in-depth view of the inside of the cloud, again with your eyes eight meters apart. That blue stuff up above us is rain – see how it is especially bright at 11 o'clock? That's dumping. The figure next to it is how fast the rain is falling up. The green patch at one o'clock is hail; if it starts to flash it'll be bigger than three centimetres

in diameter and we'll make sure to avoid it. That shimmering veil is the outside edge of the cloud. If you see any red lights that'll be other riders and we'll give them a wide berth. Wouldn't want a mid-air in the middle of this. You got your oxygen on?"

Twenty metres per second, that's more like it! Now at 7,500m (25,000ft). "It's been surprisingly smooth so far, let's poke our heads out for a look around. Wow, it's bright out here. How about that wall? See how fast that cauliflower down there is coming up at us? Let's go down and check it out. Not bad, eh? Two hundred knots vertical down beside the wall. Here come the Gees! It's nice, eh, circling here with that boiling cauli just metres below us? Wow, the cap cloud just formed. It's so thin, like a veil. Dolphining – now it's below us, now it's above."

"Rain and hail. Yeh, that's what I reckon too! If you have to fly locked up in a box, peering out through plastic and playing a computer game, the box might as well serve a useful function besides just a bit of unnecessary streamlining. The canopy doesn't get scratched by the hail because the lexan has a memory coating; it returns to its original flat shape."



"Wow, we've just been bolted. Did you see it leap off the right wing tip? We're flying blind here for a bit until my eyes recover from the flash. There's very little to see anyway while the computer resets itself. Yeh, mine are ringing too. It's impressive, isn't it, that the wing tip can be struck by lightning and the cameras still work? That's because the cameras are battery powered and buried deep in the replaceable aluminium wing-tip. The only connection with the cockpit computer is via non-conducting optic fibre. In fact, all instrument and control connections into the cockpit are non-conducting."

"Okay, we've got 20m/sec of sink now. I'm banking it up. Let's go down the drain, get into the convergence on the gust front, and ride it home. Yee haa! It sure does buck down here!"

"Almost home. I'm restarting the motor to race out in front of the gust front. We'll have just enough time to land and get into the hangar before it hits."

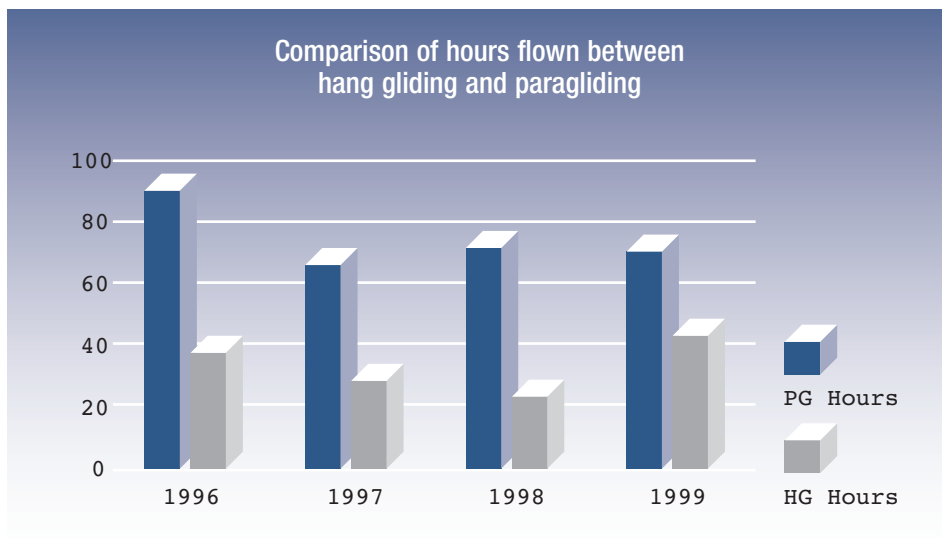
# I like it both ways

MIKE DUFFIELD

Having been a hang glider pilot for the past 18 years and a paraglider pilot for almost five years, I thought it might be interesting to put pen to paper and compare my thoughts about both persuasions. Firstly, I must point out that these comparisons are mainly related to coastal flying, and I would be interested to hear from other “bi” pilots about the pros and cons of flying “stiffies” and “floppies” on the inland scene.

**W**hen I first encountered paragliders when they appeared on the coast I couldn't understand why people would bother flying them. The pilots seemed to spend most of their time trying to get the damn things above their heads in some sort of stable configuration before aviation could be committed (more often than not only to have the wing fall out of the sky into bushes or other snags). The would-be pilot would then have to spend a considerable amount of time picking lines and fabric from a tangled mess and gathering the wing into some sort of order before the whole process could be repeated. Then there were others who would pull up the canopy in what appeared to be a gentle breeze, only to be pulled off the ground and dragged backwards!

Now hangies, on the other hand, would stand on the edge of the ridge with a wing that looked the same in the air as it did just before take off and after landing (hopefully!). Now what I failed to realise at the time was that most of those comical launches were being performed by novices. (Or maybe it was a deliberate and instantaneous disdain for anyone



who dared to fly anything other than a stiffy at my sites). As time went on I was to witness a lot more impressive launch techniques and flying capabilities of the “flying mattresses”, but still vowed I would never be so irresponsible myself as to fly one of those things. After all, we had advanced from the billowy Rogallo wing, why take a step backwards?

Well, not long after, I found myself on holidays sitting on a lovely gassy hill with blue sky above and a gentle breeze teasing me to set up the kite and wait for it to gather strength. All day I waited, before ending the day with a nice, but very short, glide to the landing zone below. This continued for a few days, but I can't say that I was bored, for all day I watched novice jelly pilots inflate, launch and have a considerable glide, then land, sling the canopy over their shoulders, walk up the hill and do it all again. The instructor even had the cheek to launch and fly around for a while whilst his students were resting, then top land and continue with the lessons. That was it for me! Why should I be sitting here watching others fly when I came here to do just that?

My intentions were to take up paragliding just as something to do until the wind picked up and I was able to do some “real” flying. Things turned out a little bit different from my expectations, as you can see from the graph.

I found the first major difference, as mentioned earlier on, was the need to master the technique of inflating the wing before a safe launch could be initiated. This turned out to be a real challenge, especially in varying wind strengths and small cleared sites, but with perseverance it has now become second nature.

I think the launch of the paraglider is somewhat more forgiving than that of the hang glider. After all, the wing is already flying above your head in lift most of the time before your feet leave the ground. I have seen (and been guilty of) a few sloppy launches in the paraglider, but the forgiving nature of this type of wing usually allows the pilot to get away with it. The first thing I learned when launching the hang glider is to keep the nose down and run, run, run, even after you leave the ground (just to make sure). A sluggish launch in a hang glider has the potential to be very nasty if the wing should stall.

The next obviously noticeable difference is the speed at which the wings fly, and this leads to the question of, which is better? Well, of course if you want to tear around the sky at amazing speed, carve turns and feel the wind on your face, cross large gaps in the ridge with relative ease and have the option to fly in “strongish” conditions, then the stiffy is for you. The exhilaration of flying a hang glider is fantastic, but the trade off of flying a faster wing is the need to have launches and landings spot on, and the need to have a reasonably large landing area. Don't think, however, that the paraglider is a boring wing to fly because of its relative slowness. When flying small sites (sand dunes) I like nothing more than flying the jelly low over every bump and hollow, at times being only feet above the beach.

Crossing gaps in terrain may be more difficult in the paraglider, but like in the days of the exposed crossbar hang gliders, facing the challenge is often what makes the sport exciting. Whether the tide is in or out is also

rarely a consideration in the paraglider, as it can be put down on a gold coin if you want. (I have often forfeited a flight in the hang glider when the conditions have been perfect but there has been no beach to land on).

Now, the trade off of being able to fly the floppy in a breeze as light as a sparrow's fart, is the danger of being caught in strong wind and being blown backwards into obstacles or into rotor and hitting the deck. This subject (and collapses) seem to be the main concern when talking to hang glider pilots. Once again, the wing is only as safe as the pilot flying it. Usually signs on the water will indicate the approach of increasing wind, giving you ample time to land. If you are caught in strong lift the application of speed bar (lowering of the angle of attack) and/or the pulling on of "Big Ears" (deliberately collapsing wing tips, creating smaller surface area and increasing drag) will in most cases get you down safely. Unintentional collapses of the wing are a rarity on the coast and if they are induced inadvertently by the pilot, will usually "pop out" without any input necessary.

Set up time is another obvious difference between the sports. How many times have you seen hang glider pilots set up when the conditions were perfect, only to see things change when they were finished? Doh! Or what about the scenario of being at work all day when the "wind is on", then racing home only to realise

(after you do the number crunching) that by the time you get the wing on the car, get to the site and set up, you only have 30 minutes of daylight left? Doh! I have had many lovely flights in the jelly arriving at a site with only a short amount of daylight left, then throwing the wing in the back of the car when regulations caused me to land.

Another thing that I have noticed is that they "ain't makin' them hang gliders no lighter!" For me the thought of carrying the stiffy any distance doesn't inspire me too much (I know, I'm getting old). In fact, over the years a few sites have been lost to Mother Nature because they required a short walk to get to the launch. How amazing is a paraglider wing, that it can lift a man thousands of feet into the air and take him hundreds of kilometres from his starting point, only to be folded into a comfortable backpack ready for the hitch-hike back to the car!

I think it is a relatively easy transition for a hang glider pilot to take up paragliding, once the skill of "ground handling" (and it's associated frustrations) is perfected. Someone once told me that a paraglider is "easy to fly but difficult to master". Many wasted hours of waiting for the wind to pick up can be eliminated if, like me, you like it both ways. You may also rediscover the enjoyment of low stress flying, like in the days of the slow, single surface wings.

For the paraglider pilot I believe the transition may not be as easy, mainly due to the relative critical nature of launches and the speed at which you come in to land. However, once again with perseverance, the paraglider pilot will open up another avenue to taste freedom in an exhilarating and exciting way, and the days of sitting in the car waiting for the wind to abate will be decreased greatly.

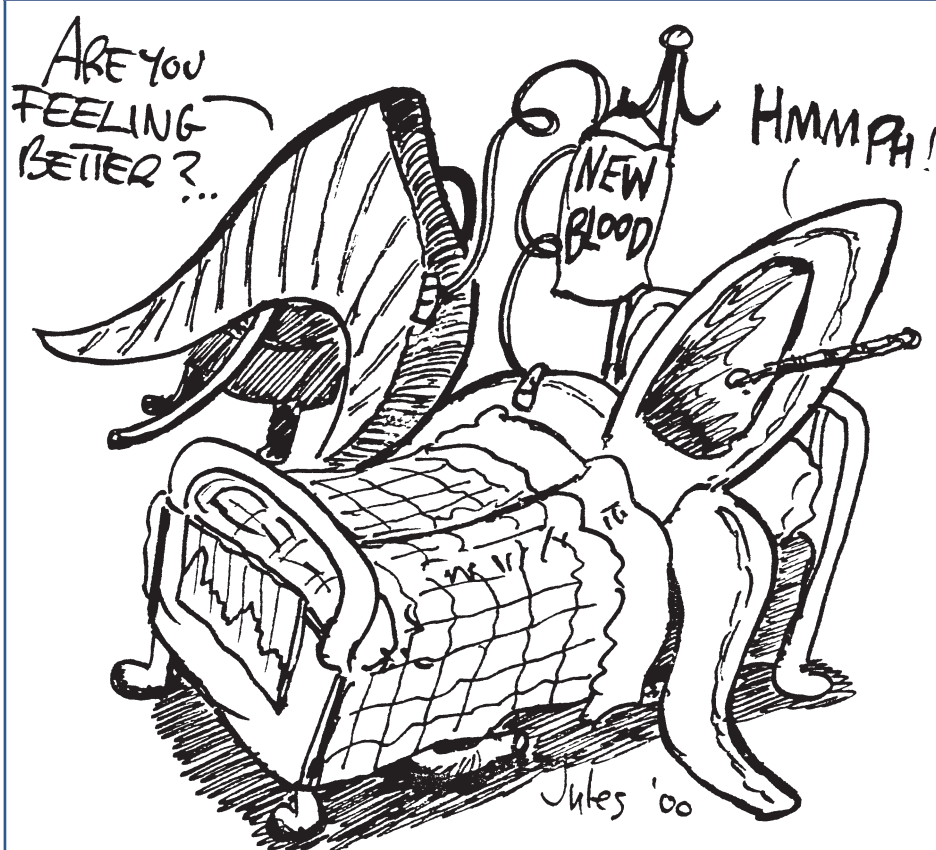
In summary, the hang glider offers you the option to fly faster and cover more ground easier, and allows you to fly in stronger conditions (and secretly I feel more like a bird in this head down position). The down side is the longer set up/pack down time, the need for a larger landing zone and more precise launch/landing technique. The paraglider on the other hand offers a quick, easy and relaxing way to experience flight, making use of all available time as well as offering a very portable wing. The down side is the lack of ability to fly comparatively fast and in stronger conditions.

So, whether you fly a floppy or a stiffy, I would encourage you to give the other persuasion a go (even if you have to leave the country and do it in secret!). Not only will you dramatically increase your flying hours, but you will get an appreciation for the wonderful diversity of the sport that we call free flying.

Fly free... because you can.



## CARTOONS by Jules Makk





# National Competition Committee (NCC) News

MILES GORE-BROWN

**From this month "NCC News" will become a regular section to AG. For those who are not familiar with the NCC I will briefly detail the structure and procedure of the committee.**

**T**he NCC is a sub-committee of the Sports Committee and is responsible for the competition aspects of the sport of gliding such as the allocation of competitions to the states, setting the respective rules and reviewing budgets, etc.

The committee consists of representatives from both the FAI and Club Class. The current representatives are as follows:

**FAI competitions council representative:**

Miles Gore-Brown

**FAI competitions representative, pilot nominee:**

Tom Claffey

**Club Class council representative:** Tom Gilbert

**Club Class representative, pilot nominee:** Bruce Campbell

**Decentralised Competition (DCC)/Barron Hilton cup representative:** Chris Stephens.

The Chairman of the NCC is a position elected by the committee at the annual meeting. The role of the chairman is to represent the NCC at the Sports committee meetings and chair the Nationals pilots' meetings. Peter Trotter was the chairman before his "retirement". The committee will decide the replacement for the Chairman's position, after the recently held annual meeting.

The pilot nominees are elected at the pilot's meeting conducted at the FAI and Club Class National competitions.

The representatives for each class are responsible for addressing the issues applicable to their respective class, however experience from all the representatives is combined so that future improvements to all aspects of competition gliding can be achieved.

One of the biggest problems with the implementation of improvements to competitions is that "changes" usually do not become known by the competition pilots until they read the rules. Peter Trotter has worked very hard to try and improve communication between the NCC and the competition pilot group. Peter has set up a "Forum" web page, which can be visited by all who want to become involved in NCC issues. The forum provides:

1. Access to files such as the latest rules and minutes of meetings, etc.
2. Notice board for discussion of "Hot" issues.
3. Chat room for online discussion. Some of the issues currently under discussion are:
  - A. Inclusion of 18metre class
  - B. Scoring system
  - C. Team selection
4. Photo gallery, etc.

The forum is there for everybody to contribute to. If you have ideas or thoughts then you can air them in the safety of your own home!

To access the forum you will need to log onto the following: [<http://communities.ninemsn.com.au/NationalGlidingCompetitionCommittee/homepage>].

When you log on you will be able to access the notice board and files, however if you want to participate in the chat room discussions then you will have to become a member. To become a member, just follow the instructions.

In addition to the forum I intend to make this column a monthly news update. Some of the issues on the above forum will be mentioned for those who do not have access to the internet.

I also intend to have a column on the GFA web site, which will cover the issues under investigation along with amendments to the rules, etc.

There have been many pilots' meetings where pilots have complained that they have not been told what is going on, well there is no reason not to be informed now, at least I hope. Not only will you be informed, but also you now have the opportunity to become involved via the forum chat room.

Apart from the pilots' meetings at the respective National competitions, the also NCC conducts internal meetings throughout the year. The last meeting was held on May 20. Some of the issues discussed at that meeting are listed below:

**Club Class:**

1. Separate tasking for lower performance gliders, with the introduction of a "Sports Class" for gliders of Foka 5 and lower performance including eligible two seaters. This class will be handicapped using the current GFA handicap list.

2. Task set for Sports Class will follow a similar format to those flown in Club Class. The new task will give task setters greater flexibility, for example on windy days when the performance of these gliders may restrict their ability to compete with the higher performance gliders.
3. The new Sports Class could form the basis of pilot selection for World-Class (PW5) events.
4. Mandatory compulsory turnpoint for POST tasks to continue
5. Rules to reflect the current situation with respect to the leeway allowance for weighing.
6. Garmins will be accepted as the primary means of verification at future Nationals. In addition, only IGC approved data loggers and Borgelt Joeys will be accepted as primary means of verification, cameras will no longer be supported.
7. New tasking to be discussed at the next pilots meeting

**FAI:**

1. Rule changes to stop team flying.
2. Reduce the number of frequencies available.
3. Chatter frequency shall not be one of the traditional gliding frequencies.
4. Turnpoints will have an unlimited, non-penalty sector within the traditional sector angles behind the turnpoint.
5. Stewards will be allocated at competitions to brief pilots and organisers on the rules. NCC members will be stewards.
6. Maximum Take-off weights allowable for gliders. This is a continuing issue for further discussion.

**DCC/Barron Hilton Cup:**

1. Rule changes, such as allowing Joey and Garmin units for verification.
2. A new ranking list will be established.
3. Changes to the league classes.

I hope that this new column will achieve the aim of improving communication between the NCC and the competition pilot group, as well as informing the general GFA members of what is happening on the competition scene. If you have ideas and/or points of view then become a member of the chat room or alternatively send me an email <[mgbjp@gol.com](mailto:mgbjp@gol.com)>.





# Official Entry Form

## Australian Grand Prix Championship

(Incorporating 39th Australian National Gliding Championships)  
held at Gulgong NSW – 10 to 23 February 2001

PLEASE USE BLOCK LETTERS

Aircraft Type.....	Registration VH .....
Club .....	Contest Letters/Numbers .....
First Pilot (Team Captain) .....	Second Pilot.....
Name .....	Name .....
Address.....	Address.....
City.....Postcode .....	City.....Postcode .....
GFA Membership No. ....	GFA Membership No. ....
Total Hours Flown .....	Total Hours Flown .....
Phone:.....	Phone:.....
Fax: .....	Fax: .....
Email: .....	Email: .....
GNSS Logger Fitted? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Make.....	Model.....
Emergency Contact Person:	
Name .....	Name .....
Address.....	Address.....
Phone:.....	Phone:.....
Fax: .....	Fax: .....
Email: .....	Email: .....

### Requirements:

At registration pilot must provide proof of GFA Membership, FAI Competitors Licence and the aircraft's current Maintenance Release.  
It is strongly recommended that gliders be insured for third party and public liability.

Entry forms and payment must be received by 30 November 2000. A late fee of \$50 will apply for entries received after this date. Please complete the indemnity form below and return the entry with payment of \$295 entry fee. Cheques are to be made payable to Cudgegong Soaring Pty Limited ABN 51 002 644 617 and sent to PO Box 352 Frenchs Forest NSW 1640 by 30 November 2000.

All enquiries to Cudgegong Soaring Pty Limited phone 02 9452 2777 or email <hkmxor@msn.com.au>. For more information see the Cudgegong Soaring Web Page accessible via GFA web page at [www.gfa.org.au].

### Indemnity Form (must be completed)

I certify that the information supplied above is true and correct.

I agree to abide by the competition rules (including any amendments) and note in particular that if any aircraft does not meet the airworthiness requirements of those rules, entry application may be rejected.

I agree to waive all claims against the Gliding Federation of Australia, the New South Wales Gliding Association, Cudgegong Soaring Pty Limited and any person assisting in the organisation or running of the competition (including matters ancillary to the competition) for any property or personal damage whatsoever.

I enclose cheque/money order for \$295 (per aircraft) entry fee.

Signature First Pilot:..... Date .....

Signature Second Pilot:..... Date .....

### Office Use Only

Date received.....Payment received .....

Rules posted .....

# HGFA Operations Manager's Report

**T**he implementation of our ongoing AirManShip campaign reinforced my belief that there are few of our accidents are not "human factors" related. Whilst it is true that more thorough training can reduce decision related accidents, it still comes back to the pilot's mental attitude. Despite any increased pressure that anticipation of the flight may place on you, it is essential to be analytical and methodical during preparation and during flight.

## Report from Turkey

Well known Aussie gentleman and paraglider pilot, Ted Jenkins is currently flying in Turkey, and sent this report:

*The mood has dropped to sombre around here today as there has been a death, two actually. Both the Turkish tandem pilot and his male English passenger died on impact. The pilot forgot to hook in one of his carabiners to the spreader. He hooked the passenger in okay, but forgot one of his own carabiners. The obvious result was that he was hanging side down to earth with his weight hanging from one side, which caused a considerable turn in the glider. I didn't see it but they said that he got the glider negative (probably trying to counter the turn) and it stayed that way until impact. The terrain here is very unforgiving, mostly rock. There are people mouthing off about it, screaming negligence, recklessness, etc; but I think that it serves as a reminder just how easily you can be distracted for a second or two and blow it big time, the guy was an experienced tandem pilot with a lot more flights to his credit than most of us (they fly nearly every day here, up to five times a day each).*

*I also witnessed a novice pilot nearly take off with his harness undone but fortunately he sat down before the glider left the edge (close).*

## Report from Venezuela

Recently the life of an experienced 48 year-old pilot was tragically lost when he slipped out of his harness in the middle of a flight. There was one paraglider, a tandem paraglider and a hang glider thermalling near the take-off, one person waiting to take off, and others getting ready.

The pilot was in position to take off for a reverse launch, helmet on, with risers in hands. He waited for a good cycle and inflated his canopy; he turned and, out of habit, checked his wing. He realised that he had a tuck and pumped once to take out the ear. He took off in a vertical position and as he moved away from the launch site he realised that he did not have his leg straps done up. He made several attempts

to sit down but kept slipping out of the seat. After five minutes of trying to get back into his seat the inevitable happened: The pressure of the chest strap had been restricting blood flow and he got drowsy. His arms went numb and he slipped through the harness at about 80m above the forest-covered mountain.

## Aussie Accident Reports

### No. 1

**Pilot:** Restricted hang glider pilot  
**Experience:** 5 hours  
**Hours previous 90 days:** Nil  
**Aircraft:** Novice hang glider  
**Aircraft damage:** Minor  
**Weather:** Light wind and turbulence  
**Location:** Inland mountain launch  
**Pilot injury:** Nil

### Description:

The pilot was new to the site and launched without talking to local Safety Officers. He lost height whilst trying to find lift and failed to leave himself enough height to make the landing area. He was lucky not to hurt himself in landing short of the landing field in low trees.

### Comments:

The nature of site necessitates a long glide out to the landing, a little local advice would enable a safe margin to be maintained.

### No. 2

**Pilot:** Advanced paraglider pilot  
**Experience:** 450+ hours  
**Hours previous 90 days:** 20  
**Aircraft:** High performance paraglider  
**Aircraft damage:** Nil  
**Weather:** Nil wind and moderate turbulence

**Location:** Inland mountain launch  
**Pilot injury:** Leg broken in two places

### Description:

During a hang gliding competition, the paraglider pilot had been wind teching for the hangies. Conditions were mild with the wind light and variable. After waiting for a long time for conditions to improve and being harassed by his hang gliding friends for being a poor wind tech, the pilot decided to give it a go. After waiting on launch for 15 minutes with the wind moving all over the place, the wind dropped off and the pilot carried out a running reverse launch to enable him to check that the canopy came up okay. He turned and ran as hard as he could; and in leaning forward accelerating was unable to continue watching the wing. Unknown to the pilot, the wing began to collapse as soon as he leant forward and he lifted

off with a 40% collapse and entered a diving turn. By the time he realised what had happened he was out in a pendulum and impacted tree stumps adjacent to launch.

### Comments (by the pilot):

Thinking back I should have stuck to my initial decision not to fly at all. It is a difficult launch for paragliders in good conditions, let alone in suspect wind conditions. I was just too confident, having never had any problems I thought I could handle anything.

### No. 3

**Pilot:** Advanced hang glider pilot  
**Experience:** 215 hours  
**Hours previous 90 days:** 19  
**Aircraft:** High performance hang glider  
**Aircraft damage:** Sail and leading edge damage, broken downtube  
**Weather:** 5kt crosswind and light turbulence  
**Location:** Inland mountain launch (tree slot)  
**Pilot injury:** Cut to hand

### Description:

The strong wind whilst setting up dropped to 5kt as he prepared to launch, with light cycles still coming up occasionally. As the pilot commenced to run a wing dropped; he accelerated, trying to straighten the glider as he ran. He was unable to gain adequate speed and as the glider lifted off he hit blackberry bushes to the side of the launch, narrowly missing a large rock with his head.

### Comments (from the pilot):

I launched following a sudden rush of blood thinking all I had to do was clear the slot and I would be right, I didn't and I wasn't!

### No. 4

**Pilot:** Restricted paraglider pilot  
**Experience:** 4 hours  
**Hours previous 90 days:** 2.3  
**Aircraft:** Beginner paraglider  
**Aircraft damage:** 3 broken lines and small seam tear  
**Weather:** 10kt wind and nil turbulence  
**Location:** Coastal soaring site  
**Pilot injury:** Nil

### Description (by the pilot):

I was slowly converging on another paraglider near to the ridge line with the cliff on my left. The other pilot with the ridge on his right was slightly higher and I felt no sense of urgency, thinking the other pilot would see me and turn away. As we became quite close I realised that he had not seen me as he was slightly in front of me. I released my brakes to dive lower but it



was not enough and I looked up to see other pilot's body fly through my front lines just under the right side of the canopy and a line fell beside me. I started heading for the beach but the glider was veering right and in attempting to straighten up I went back over the cliff and managed to land softly on top. The other glider landed on the beach with no injuries or damage.

#### Comments:

The pilot said that in retrospect he should have been more aware of his vertical clearance and he could have turned away much earlier instead of "assuming" it would work out. It is critical for all pilots to keep a good lookout at all times, particularly near other gliders.

#### No. 5

**Pilot:** Intermediate hang glider pilot

**Experience:** 33 hours

**Hours previous 90 days:** 20

**Aircraft:** Intermediate hang glider

**Aircraft damage:** Bent downtube and leading edge

**Weather:** 12kt wind and light to moderate turbulence

**Location:** Coastal soaring site

**Pilot injury:** Broken arm

#### Description:

Indications on the water showed that conditions were going to get stronger, so the pilot attempted his second top landing of the day. The approach was rushed, with a short downwind leg and low base leg resulting in a shortened final with too much speed. The pilot touched down but the momentum carried him forward with one wing entering the stronger airflow in front of the landing, resulting in the glider being turned cross-tail. He was still holding the control frame as he landed, breaking an arm.

#### Comments (from the pilot):

Several factors contributed to this accident: I hadn't flown for four weeks and could have been more cautious; I saw another pilot having difficulty top landing and should have gone to the beach; I had no wheels on the base bar; and I should have let go of the control frame before impact with the ground.

**Fly safely,  
Craig Worth  
HGFA Operations Manager**

## Australia

### WA Hill Flyers Spring Fly-In

16-17 September 2000

Social event open to all HG & PG pilots. Hill launch flying from our sites within 100km of Perth. FAI Bronze Badge tasks will be set. More details available on the HGAWA message bank 08 9487 3258 during the week before the event, or ph: David Longman on 08 9385 9469.

### Annual Picolight Flying Club Fly-In

23-24 September

Lockhart, NSW. This unique event is on again, this time at Lockhart (close to Wagga Wagga) in southern NSW. Jeff Hoffman has been so kind as to allow the use of one of his paddocks. All paramotor & hangmotor enthusiasts are hereby invited. Please contact Jos Weemaes for details. Ph: 02 6026 5658 (h), email <jweemaes@albury.net.au>

### Eungella Hang Gliding Competition

25-30 September 2000

Remember the good old Eungella days of old? We are hoping to have the same once again. Rating: Int & Adv. GPS or camera turnpoint. Nomination fee \$100. For further info call Ethel on 0427 831797. For accommodation call the Chalet on 07 4958 4509.

### Canungra Classic 2000

21-28 October 2000

Entry fee \$120 + \$35 site fees. Registration & Calcutta 20 October. Paragliders & Floaters welcome. GPS mandatory (Garmin or Aircotec). Camera back-ups can be used every day except last day. Intermediate rating required. Closing date for entry 31 August 2000. Late entry fee: \$30. For more info visit [www.triptera.com.au/canungra/classic2000], email <tim@triptera.com.au>, ph: Dave Staver 07 5543 5953 or mail: Canungra Classic PO Box 116, Canungra 4275.

### Canungra Cup

4-11 November 2000

The Canungra HG Club invites PG pilots to the inaugural Canungra Cup (QLD State PG Championships). With AA sanction & Cat. 2 status by CIVL this will be the first sanctioned PG event of the Australian season. All sites used are accessible by 2WD. Prizes & trophies awarded in all categories. You'll need: GPS (for flight verification), UHF radio, int. rating, \$140 registration fee (\$170 after 30 September). For this you get access to the sites, maps, a T-shirt & a presentation dinner. We'll also throw in a bunch of National Ladder points. For more info visit [http://home.iprimus.com.au/plenderleithm/canungracup.htm] or email <canungracup@hotmail.com> or ph: Keith Allen on 07 3378 2149 (fax: 07 3876 7988).

### Gillies Hang Gliding Competition

11-12 November 2000

Round 2 of the North QLD Championship (Eungella is Round 1). For more details contact Bernie Zwahlen <zwahlen@ledanet.com.au> or Ian Graham 07 40954466.

## Corryong Cup

13-21 January 2001

Registration & practice day Saturday 13th. Registration & start day Sunday 14th. Last competition day Saturday 21th. Contact Steve Bell, ph: 02 4294 1268 or email <spbell@1earth.net>.

## Bogong Cup 2001

23 January - 2 February 2001

Registration day: Tuesday 23 January. Last competition day: Friday 2 February. Entry fee: \$150. Rating: AA plus FAI Cat 2. For more info contact Phil Lahiff on 03 57544247 or <mountaincreek@netc.net.au>.

## Overseas

### 20th World Aerobatics Championships 2000 (WAC 2000) 7-20 August 2000

Muret-Lherm aerodrome (near Toulouse), France.

This large scale event is shaping up strongly, with partners such as Breitling, Air France & Renault already secured. The event will close on the 20th with a finale in which the "Patrouille de France" & the "Patrouille du Maroc" (Marche Verte) will be present.

### Red Bull Vertigo, Aerobatics Competition - 25-27 August 2000

Villeneuve, France. This competition for HG & PG gives the opportunity for the public to see & understand the excitement of our sport. All aerobatics & manoeuvres will be flown over the lake into a predefined safe area. For more information see [www.acrovertigo.ch].

### 2000 French Open National Junior Championship - 26-30 August 2000

In association with the French Free Flight Federation (FFVL) this event will take place from the 26-30 August 2000 at la Vallée de la Blanche (Dormillouse/St Vincent les forts) & la Vallée de l'Ubaye (Barcelonnette). It will be organised by Lame in Air & Les Ailes de la Blanche clubs. Only competitors 21 years old & under will be allowed to participate. For further information see [www.citeweb.net/lpvl/parasoljr/anglais/anglmenu.html] or email <parasol.jr.2000@mailclub.net>.

## Pan American Championships

26 August - 2 September 2000

Dinosaur, Colorado. The Pan American Championships will be a CIVL Cat 2 event. We will declare a champion of all the Americas at this competition. With Venezuelans, Brazilians, Mexicans & Puerto Ricans (as well as pilots from the US) already signed up, we are sure to have one very competitive contest. It will be a team meet as well as an individual meet. Class 2 gliders are also welcome & will fly with, but be scored separately from the Class 1 gliders. You can find out more information on our web site at [www.justfly.com/pages/gwmindex.htm].

# Some CIVL Decisions Explained

Some questions have recently been raised by the hang gliding and paragliding press as to how and why certain recent CIVL decisions have been made.

Olivier Burghelle (CIVL President) explains...

*Question 1: Did the FAI give its member countries any information regarding the proposal to introduce minimum safety standards for hang gliding competitions prior to the Barcelona meeting?*

Yes, this question was already in the Copenhagen's Agenda in February 1999, where it was recognised that this question and subsequent discussion were not matured enough, and the task was given to the Hang Gliding Subcommittee to deepen the debate and to come up with a more elaborated proposal for the next Plenary in Sitges. This work was done under the chairmanship of Klaus Tänzler (GER); the proposal was discussed during the Bureau meeting in November 1999; it was decided to circulate the proposal with the agenda that was displayed on the CIVL web site; and this resulted in a long debate through the CIVL forum. All these comments have been analysed by the Hang Gliding Subcommittee, and resulted in the annexes to Section 7 adopted in Sitges.

*Question 2: Who was present at the CIVL Paragliding Subcommittee in Barcelona? Please mark if they were delegates or 'observers'.*

Before answering this question, I have to explain how CIVL works:

The Plenary session is composed of the delegates who have been appointed by their NAC. For final decisions only the delegates, or their alternates if delegates are not available, have the right to vote. Only topics that are on the agenda can result in a final decision.

The Agenda is established by the President with the help of the Bureau and is circulated to all the NACs, delegates and alternate delegates 45 days before the meeting.

To finalise the Bureau proposals and take into account all the comments and proposals of amendments, there are a certain number of subcommittees and working groups that are composed of volunteers who are not necessarily delegates but delegation members willing to bring their expertise.

The task of a subcommittee or a working group is to bring recommendations to the Plenary Session which is the decision making body. When a recommendation comes up for a vote, the floor is open for discussion. Motions are accepted for discussion provided they are seconded.

Actually, only the delegates have the final decision.

All this is explained in the CIVL internal rules that are on the web site and distributed every year to the delegates.

Now to answer the question. Although I am not sure of the exact composition of the Paragliding Subcommittee, I have some corrections to make to the Cross Country magazine editorial titled "CIVL Reject Serial Class for World Championship, Courtesy of Cross Country". Delegates present were Urs Dubach (SUI), Tomoko Kobayashi (JAP), Howard Travers (GBR), Jonas Svedberg (SWE). Alternates included Martin Brunn (AUT), Pia Von Essen (FIN). All the others were observers who were interested in the discussion and thus joined the subcommittee meeting. Every volunteer was accepted in this meeting. The Observers included Stefan Mast (GER), Yves Goueslain (FRA), Fred Escriba (FRA), Noel Whittall (GBR). All of them had a vote within the working group

session, but I personally did not take part in the voting process as I wanted to be completely neutral as Chairman of the CIVL.

The Subcommittee's main objective concerned discussing and making recommendations on how safety might be improved, and included: Serial Class, maximum number of pilots in a Category 1 competitions, pilot minimum skill level, equipment requirements.

**Serial Class:** The Bureau in the proposed changes has been promoting the idea of awarding in the same event a World Champion title for Serial Class and Open Class as well. This proposal has not been supported by the Paragliding Subcommittee for the reasons explained in the Cross Country editorial (Edition 68). It's true that the countries in favour were the UK and Nordic countries while the alpine countries and Japan were against. As the matter was controversial I was prepared to conduct a long debate on this matter.

During the subcommittee work, it has been proposed to award a special prize for the Serial Class winner. This proposal was not supported as CIVL cannot award anything but Champion titles. If the organiser wishes to awards special prizes, like prize money, that is up to them and CIVL can only encourage this.

Before opening the Plenary Session for discussion, I explained to all the delegates my position (neutral) and urged the delegates to put forward motions if they wished so. Surprisingly nobody wished to start a debate on any topic concerning the proposed changes amended by the various subcommittees and working groups.

**Maximum number of pilots in a Category 1 competitions:** The Bureau proposed a flexible rule to allow organisers to demonstrate how they could organise the competition to avoid more than 100 pilots in the same area. This rule has been unanimously accepted, but the Paragliding Subcommittee did not accept the idea of having selection rounds followed by a final after a cut. They recommended for paragliding a maximum of 150 pilots without any cut. Separation of traffic could be done in that case by turnpoints prior to the start, clock air start and/or elapsed time competitions. On the contrary the Hang Gliding Subcommittee preferred to leave the organiser free of organising preliminary rounds and a final.

The consequence is that for HG the team size remains the same for every country while for paragliding it has been necessary to limit the team size and the Paragliding Subcommittee proposed this new team size rule according to a Nation ranking based on the World Pilot Ranking Scheme. (Please note that our good friends the balloonists are already applying a similar system.)

This difference between hang gliding and paragliding means that the hang gliding population accept the developing countries to send the same number of pilots to a Category 1 meet and make a selection after preliminary rounds, while the paragliding population believe that the selection has to be done during the Category 2 events.

**Flying equipment requirements:** To make it short, the Bureau proposed to use the same rules than in PWC for paragliding and hang gliding as well.

All these changes and amendments have been accepted unanimously

*Question 3: Eighty pilots signed in favour of Serial Class at the July 1998 Europeans, yet it wasn't until March 2000 that the proposal made it through to CIVL decision makers. Why does it take so long for the FAI to make decisions and are there any plans in place to improve this?*

I am feeling guilty in that field. This proposal has not been put in the Copenhagen agenda since I reported to the Plenary that PWC was testing the Serial Class idea and I proposed to wait for the result of this trial. In Bramberg, when Noel Whittall and I realised that some 28% of the pilots were flying Serial Class, we had to confess that I had made a mistake. Actually, it was without any consequence as this world meet has not been valid. For the future, with the new Nation ranking rule, we certainly will have less pilots flying Serial Class as the developing countries will not be allowed to send more than 2+1 pilots and a certain number of low skilled pilots will be eliminated. That was the aim of this rule.

This does not mean that Serial Class competition cannot be developed on a national level. If there is a need on an international level it's not impossible for CIVL to develop separate world meets for Serial Class.

When taking over the CIVL, I had the same concern about the length of the decision making process. I established a procedure to be able to make changes on a regular yearly basis with new Section 7 issue accepted end of February and effective May 1st. This requires that the Bureau meets end of October/beginning of November to be able to produce the Agenda that has to be circulated 45 days prior to the meeting. I intend to try and give more time for the associations to discuss the agenda. I hope this will improve the rapidity of CIVL's reactions.

**Question 4:** *In a Cross Country magazine web survey, 90% of readers said they thought that the FAI is out of touch with pilots. What does the FAI plan to do to rectify this situation?*

I had the same feeling and the Bureau decided that it was good for me to go to the world and continental meets. It's what I have done in 1999, being present a few days before the prizegiving ceremonies where I spoke with the team leaders asking for their input concerning safety and fairness in FAI competitions as they are the experts within their NACs and are close to the competition pilots. I gave them end of October as deadline.

I had only one comment from the Austrian paragliding team leader and an exhaustive comment from France on the proposed rules.

For the year 2000, I planned to go to Spain to the 2nd WAG test competitions, and to Garmisch as a Steward as CIVL is short of officials to staff all our events. I will again talk with team leaders and I hope to receive more feedback.

Lastly I would like to comment on opinions regarding the selection of Sierra Nevada for the World Air Games. It's true that in the past we held a PWC task in very turbulent conditions. Sierra Nevada is a high mountain site that can be dangerous in certain weather conditions. However, for the WAG we had no choice about the region of Spain (namely Andalucia) and the only site available for paragliding was Sierra Nevada. Moreover, when the bid was evaluated by CIVL, we had run a successful PWC event. The famous task that created a kind of psychosis among the pilots was run after the bid had been awarded.

Another point is that the local organisers run a training school and the site can easily be flown by every pilot, even beginners. It's a question of tasksetting, weather conditions and time. The site is equipped with a permanent meteorological station that can provide all the needed met information.

I am sure that we can run a successful safe competition there, provided a minimum of caution is given.

CIVL had planned to draft a press release explaining all these decisions, unfortunately our PR officer, Sarah Fenwick, was not available until now due to university final exams.



# Pilot Profile

*Welcome to the start of another regular feature. I'd like to thank Enda for being my first guinea pig. As one of Australia's premier (internationally competitive) competition pilots, he is a great first subject. – Sub-ed.*

## Enda Murphy



Enda first came to Australia in 1992 for a 12 month working holiday, learning to fly properly in 1992/93 with Tony Armstrong and Pascal Ferret. He then returned to Ireland, but after applying for permanent residency was back here for good in 1995. He started to compete in 1995/96, and made the Aussie team for the 1997 Worlds in Spain. He has been competing ever since, with the 98/99 season his best yet (winning the Australian Nationals at Manilla, and topping the Paragliding National Ladder). He also holds three Australian Records and one World Record.

**Name:** Enda Murphy  
**Age:** 29  
**Wing:** Paraglider  
**Flying hours:** Around 1,000  
**Club:** Stanwell Park  
**Occupation:** Sales Rep  
**Place of abode:** Stanwell Park

### *Reason learnt to fly:*

I picked up an old vintage 1970's hang glider from a work mate's brother in Ireland and tried unsuccessfully to repair it (with hand stitching and string instead of side wires) and learn to fly it myself. Eventually I went to get lessons and I saw paragliding for the first time and I thought that looked like a much better option.

### *Favourite flying moments:*

Any time I am climbing in nice lift with not much wind, or flying in a big thermal in the flatlands, marvelling that I am climbing on nothing but fresh air... I was also pretty happy when I completed my first 100km FAI triangle in the magnificent Austrian Alps.

### *Favourite flying site:* Mt Borah, Manilla, NSW

### *Interests outside flying:*

Motor racing or any fast action sports, and reading to slow down.

### *Career/life goals:*

I would love to be financially independent in about 10 years so I can fly and travel with my wife Chook as much as I would like.

### *Favourite non-flying moments (there must be some):*

Having a beer (after flying) and talking bullshit flying stories.

### *Some of my material possessions include:*

Every copy of Skysailor, APN or Cross Country I have ever received, and a Playstation for those non-flying days.

### *When asked by my spouse/partner whether flying or "the relationship" is more important I usually reply:*

What do you think?



## Slovenian Open 2000 Paragliding Accuracy Championship

JURIJ VERTACNIK

A small town in the middle of Slovenia, Rimske Toplice (translates to Roman Spa) and the local Paragliding Club Metulj (Club Butterfly) hosted this year's Slovenian National Paragliding Accuracy Championship. The competition was Open and registered as the first paragliding accuracy event ever in FAI as 2nd Category.

**S**lovenia is placed on the sunny side of the Alps and offers very good conditions for free flying. Therefore paragliding is very popular (almost 2,000 pilots out of 2 million inhabitants). As well as XC flying and standard paragliding competitions, there is the Slovenian Cup in paragliding accuracy, which has been running for six years now. That means 10 competitions per year all over Slovenia, with between 70 and 140 pilots attending each competition. More than 300 pilots attend at least one competition per year. Along with the Slovenian Cup there are the National Championship and Super Cup, where the best 30 pilots from Cup and Nationals attend.

Paragliding accuracy represents a good opportunity for pilots and organisers alike. For example, it definitely helps to improve pilots landing skills; it is a good competition challenge for a wide range of pilots; and they all land at predicted landing areas, making it interesting for both spectators and media.

Don't be mistaken, paragliding accuracy is definitely a competitive challenge: you have to be disciplined and train seriously if you want to achieve a good result repeatedly.

Rules were one of the issues which have been discussed a lot over the last year with CIVL and Brits (who use parachuting/parascending canopies and rules).

In Slovenia and neighbouring countries paragliding accuracy competitions are held with, let say, "normal" paragliding canopies (these days that means all categories of AFNOR or DHV or like). Rules which are used for accuracy naturally do not allow fall at landing. A fall is penalised as landing out of measuring field (10m). The same rule is used in Italy, Croatia and Austria (and probably other places as well). Together we started an Alpen Adria Cup this year to promote paragliding accuracy and to make competitions more challenging.

The 2000 Slovenian Open Paragliding Accuracy Championship was held on 6 and 7 May according to Paragliding Accuracy Rule Book 2000 (general overview available in English, please email <jurij.vertacnik@energetika-lj.si>).

Seventy-five pilots and 18 teams from Slovenia and Austria registered, and starting numbers were defined by lot. An FAI Sporting licence was obligatory according to the Slovenian rule book for National Championships, which was probably the reason for low attendance by foreign pilots.

The launch was a hill called Kopitnik, around 700m above the landing area which was set near the town. The wind forecast was not the best direction for launch, but the competition started and ran smoothly. Conditions in the landing zone were quite challenging and almost everyone "missed" at least once. From

300 flights "only" 10 true bulls eyes were achieved (on a target of 5cm in diameter). On the first day four rounds were completed. That was also the minimum for the competition to be valid.

Spectators enjoyed some nice technically correct landings, and saw some spectacular landings too. The three judges at the landing zone had a lot of work to do, but had no problems with decisions. There was no grievance placed and pilots did separate in the air correctly.

The day was finished with a social evening and rock concert. Some took a swim in the thermal water baths (32°C).

On Sunday, 7 May, the organisers tried to start the competition early in the morning, but the strong wind present all night made it too strong for safe flying. After a few hours of waiting the organiser and technical commission decided to finish the competition with a minimum of rounds completed.

The winners for the year 2000 were:

### Individual

- |                |                          |
|----------------|--------------------------|
| 1 Matjaz Sluga | 100cm (95, 1, 0, 4cm)    |
| 2 Dusan Gorenc | 261cm (12, 178, 70, 1cm) |
| 3 David Sluga  | 328cm (6, 10, 312, 0cm)  |

### Team

- |                                     |   |
|-------------------------------------|---|
| 1 DJP Metulj Rimske Toplice (807cm) | (pilots: J.Senica, E. Kosic, D. Durkovic, M. Omahna, S. Klenovsek)              |
| 2 Aeroklub KIMFLY (1,551cm)         | (pilots: S. Marincic, R. Preloznik, S. Klokocovnik, R. Predarski, J. Vertacnik) |
| 3 DJP Zlatorog Lasko (1,807cm)      | (pilots: F. Unuk, D. Sluga, M. Sluga, B. Pirnaver, F. Simonc)                   |

The whole competition was organised very well and attracted around 1,000 people to see the accuracy champs at work. The media supported the event as well, with national and local TV reporting as well as some newspapers.

The 2000 Slovenian PGA Open was the first competition which will be included in a brand new World Paragliding Accuracy Ranking Scheme.



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Classifieds are to be delivered directly to the sub-editor, by email or post, not by phone. The deadline is 25th of the month, for publication five weeks hence. Submitted classifieds will run for one issue. For consecutive publication, re-submission of the classified must be made, no advance bookings.

When submitting a classified remember to include your contact details (for prospective buyers) and your HGFA membership number (for verification of membership).

(Note that the above does not apply to commercial operators. Instructors may place multiple classified entries, but will be charged at usual advertising rates.)

## Hang Gliders & Equipment

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**Airborne Blade 141** adv, only 69 hrs, EC, white with white/fluoro green. Selling to update. \$2,600. Ph: Michael 02 4325 7908 (w); 02 4362 1401 (h).

**Airborne Fun 160** nov, up to 90kg hook-in, \$3,500. Moyes harness with reserve, \$600. Icom IC40 radio, all only 20 hrs old & in as new, \$300. Also German carbon fibre helmet with headset & Bräuniger Basis SP metric vario. Possible delivery Sydney or Brisbane. Ph: Eddie 02 6622 1211; email <enovak10@scu.edu.au>.

**Airborne Sting 166** int, GC, recently flew 145km in State Titles. 2 spare DTs, 1 basebar, batten profile. \$1,500 ono. Ph: Don 02 4958 2255.

**Desire 151** adv, 2 gliders, 1 spare DT, manual. Both fly well, good sails. Fly one & use the other for spares, or fly both. \$1,800 ono. Ph: Alan 0417 420956.

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**Moyes SX4** adv, GC, new Moyes sail fitted Aug '99, black/purple US, two spare DTs, \$3,800. Also Xtreme harness, suit 5'10-6", \$650. Ph: Dick 02 9387 2613; 0409 244277; email <dick.heffer@bigpond.com>.

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**151 Desire** adv, new LE in sail, low hrs. Great performer, \$1,300. Ph: Steve 07 4721 6502.

**Moyes SX6** adv, as new, 25 hrs, 17 flights. TS Mylar, US black with fluoro red/blue/green SX6, \$4,000. Transport box available. Ph: Drew 07 5543 5057; 0418 454944.

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### ACT

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**Shark 156** adv, GC, black/lilac US, 110 hrs (20 hrs since full Airborne inspection), \$2,700 ono. Ph: 08 9144 4350.

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**PG harness**, lightweight \$180. Gold Coast, ph: Darren 0418 170620; 07 5528 5316.

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**Sell the following items:** 1 Garmin GPS 89 c/with antenna extension, used very little & in new condition (cost \$720 new). 1 only oxy bottle 1800 psi, 130 dia. x 500 long with on/off valve. 1 new tyre 210 x 65. 1 rubber tailskid 380 long x 85 wide x 100 high. 1 set of LS3 computer cut wing profiles (cost \$450). No longer into gliding and will sell lot for \$680. Ph: 07 5491 3993 or fax: 07 5491 3563.

### General

**Waikerie International Soaring Centre** is looking for tuggies to tow mid-week from Monday 6 Nov until 30 March. This need not be one person but can comprise several persons who will tow in allocated blocks. Accommodation provided. Enquiries to <wisc@riverland.net.au> or ph: 08 8541 4120.

**Waikerie International Soaring Centre** will be conducting the Immediate Post Solo Course & Beginners Cross-Country in the first two weeks in December. Enquiries to <wisc@riverland.net.au> or ph: 08 8541 4120. These courses have proved extremely beneficial to participating pilots in recent years.

**Waikerie International Soaring Centre** will be conducting Ab Initio Training in week blocks from Monday, 6 November until end of February. Enquiries to <wisc@riverland.net.au> or ph: 08 8541 4120.

### Positions Vacant

**Waikerie Glider Maintenance** Position available for a full time maintenance person. We deal with maint. & repair. Airworthiness ratings are preferred. Flight line qualifications are a plus (Glider Instructor & or Tug pilot). Being multifunctional is desirable but not a necessity. Enquires to Mark Morgan 08 85412644 (bh) or <wgm@riverland.net.au>

## Gliding Publications

**AUSTRALIAN HOMEBUILT SAILPLANE ASSOCIATION:** James Garay, 3 Magnolia Ave, Kings Park VIC 3021. Ph: 03 93673694, [www.geocities.com/capecanaveral/hangar/3510]

**FREE FLIGHT:** Bi-monthly journal of the Soaring Association of Canada. A lively record of the Canadian soaring scene, and relevant international news and articles. \$US26 for 1 year, \$47 for 2 years, \$65 for 3 years. Suite 101/1090 Ambleside Dr, Ottawa, Ontario K2B 8G7, Canada, email: <sac@sac.ca>.

**SOARING:** Official monthly journal of the Soaring Society of America Inc, PO Box E, Hobbs, NM 88241 USA. Foreign subscription rates (annually): \$US43 surface delivery; \$US68 premium delivery.

**SAILPLANE AND GLIDING:** The only authoritative British magazine devoted entirely to gliding. 52 A4 pages of fascinating material and pictures with colour. Available from the British Gliding Association, Kimberley House, Vaughan Way, Leicester, England. Annual subscription for 6 copies £17.50.

**SAILPLANE BUILDER:** Monthly magazine of the Sailplane Homebuilders Association. \$US29 (airmail \$US46) to 21100 Angel St, Tehachapi CA 93561 USA.

**TECHNICAL SOARING/OSTIV:** Quarterly publication of SSA containing OSTIV and other technical papers. Annual subscription: 70DM. OSTIV c/- DFVLR, D82234 Wessling, Germany.

**GLIDING KIWI:** Official bi-monthly publication of the New Zealand Gliding Association, edited by John Roake. Specialises in up-to-date overviews of the world soaring scene and Omarama the NZ base for many of the current World records. \$A44 annually (Send A\$25 for 12 months back issues). New Zealand Gliding Kiwi, Private Bag, Tauranga, New Zealand.

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## GFA Soaring Calendar

### Queensland State Gliding Championships – 23-30 September 2000

Held at "the friendly club": Southern Downs Aero and Soaring Club, Warwick, Queensland. Practice and registration day is Saturday, 23 September, followed by seven competition days which will be contested in Open, 15m and Standard Class. Separate prizes are also awarded in "Club Handicap" classes. The competition organisers are keen to receive applications as early as possible to facilitate the provision of adequate tugs and appropriate catering. Please contact Michael O'Brien, 12 Playfair Street, Tarragindi 4121, phone: 07 3892 3473 (h) for an information pack, or email: <mob@ieee.org>.

### Australian National Gliding Championships – 10-23 February 2001

Gulgong NSW. Enquiries to Christine Meertens, phone: 02 9452 2777, fax: 02 9453 0777, email: <hkmxor@msn.com.au>.

### Australian Grand Prix Championships 10-23 February 2001

Gulgong NSW. Enquiries to Christine Meertens, phone: 02 9452 2777, fax: 02 9453 0777, email: <hkmxor@msn.com.au>.

## GLIDING FEDERATION OF AUSTRALIA

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## FORM 2 NOTICE

- ☐ A Form 2 inspection is due  
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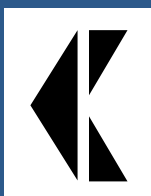
\* prices include GST

Forward to:

GFA Secretariat, 130 Wirraway Road,  
Essendon Airport 3041

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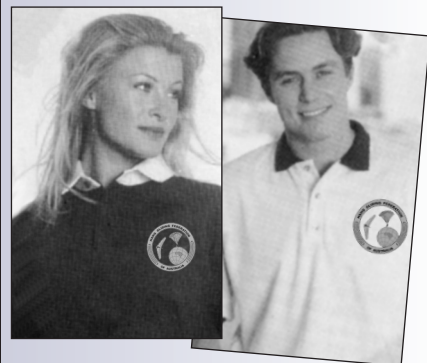
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# HGFA Addresses



Any change of club details MUST be sent to the HGFA office. The information will be updated in Skysailor only after notification has been received by the HGFA office.



All correspondence, including changes of address, membership renewals, short term memberships, rating forms and other administrative matters should be sent to:

## Hang Gliding Federation of Australia

Administration: **Margaret Crane**  
PO Box 558, Tumut NSW 2720,  
ph: 02 69472888, fax: 02 69474328,  
<hgfa@tpgi.com.au>

## Board Members:

### Brian Webb (President)

PO Box 238, Bright VIC 3741, ph: 0417 530972, <BrianMWebb@bigpond.com>.

### Rohan Grant (VP & ASAC Delegate)

188 Bathurst St, Hobart TAS 7000,  
ph: 03 6233 4405 (h), fax: 03 6224 3598,  
email <r.grant@tastab.com.au>.

### Mark Plenderleith (Secretary)

School of Life Science, Out GPO Box 2434  
QLD 4001, ph: 07 3864 1477, fax: 07 3864  
1534, <plenderleithm@iprimus.com.au>.

### John Reynoldson (Treasurer)

68 Teddington Rd, Hampton VIC 3188,  
ph: 03 9597 0527, fax: 03 9598 1302,  
<aerial@ozemail.com.au>

### Rohan Holtkamp

RMB 236B Western Hwy, Trawalla VIC  
3373, ph/fax: 03 5349 2845, 0409 678734,  
<dynamic@netconnect.com.au>

### Bill Moyes

173 Bronte Rd, Waverley NSW 2024,  
ph: 02 9387 5114, fax: 02 9369 3342,  
<moyes@zip.com.au>.

### Philip Pritchard

PO Box 734, Beenleigh QLD 4207, ph:  
0418 761193, <pritch@winshop.com.au>.

### Jeremy Torr

134 Kars St, Frankston VIC 3199, ph: 03  
9770 5770, <jeremy@enternet.com.au>.

### Michael Zupanc (CIVL Delegate)

6 Sibyl Street, Southport QLD 4215,  
ph: 07 5532 5895 (h), 0408 662328;  
<zupy@ozemail.com.au>

## General Manager & Operations Manager:

### Craig Worth

PO Box 71, Hallidays Point NSW 2430,  
ph/fax: 02 6559 2713, 0418 657419,  
<hgfaops@midcoast.com.au>

## Microlight Public Relations:

**Paul Haines** ph/fax: 02 4294 1031.

For information about site ratings, sites and other local matters, contact the appropriate state associations region or club.

## States & Regions

### ACT Hang Gliding and

### Paragliding Association

PO Box 3496, Manuka ACT 2603; Pres:  
Belinda Head 02 6226 8400; Sec: Jim  
Kelley 02 6280 5605; Trs: Craig Hopkins  
02 6286 2488 (h), SSO: Duncan Kelley 0418  
625091. Meetings: 1st Tue/month 7:30pm,  
"Sky Lounge" Yamba Sports Club, Phillip.

### Hang Gliding Association

### of Western Australia

PO Box 82, South Perth WA 6151; Admin:  
Richard Williams 08 9294 3962, 0427 057961;  
PG Rep: Julian McPherson 08 9388 1584 &  
David Humphrey 0418 954176; HG Rep:  
Michael Derry 08 9284 0750 (h) & Keith  
Lush 08 9367 3479 (h), 08 9367 9066 (w);  
Trike Rep: Graham McDonald 08 9364 9226  
(h), 0418 910841; Trs: Phil Wainwright 08  
92424483.

### NSW Hang Gliding Association

Sec: Steve Hocking, 19 Gladwood Gdns,  
Double Bay NSW 2028, ph/fax: 02 9327  
4025, <nswghga@s054.aone.net.au>.

### North Queensland HG Association

12 Van Eldik Ave, Andergrove QLD 4740;  
Pres: Graeme Beplate 07 4955 2913, fax:  
07 4955 5122, <sitework@mackay.net.au>;  
Sec: Ron Huxhagen 07 4955 2913.

### South Australian HG Association

Pres: Stuart McClure 08 8297 3452; Sec:  
Mark Tyminski PO Box 59, Hove SA 5048,  
ph: 08 8377 4570 (h), 08 8407 6621 (w), 08  
8407 6628, <Mark\_Tyminski@nag.national.  
com.au>; Trs: Gary Stockton 08 8270 2910.

### Tasmanian Hang Gliding Association

PO Box 163, South Hobart TAS 7004; Pres:  
Brett Tooker 03 6250 3506; Sec/Trs/State  
Co-ord: Stephen Bayley 0408 154156.

### Victorian HG and PG Association

PO Box 400, Prahran VIC 3181; web site:  
[www.vhpa.org.au/]. Pres: Phillip Campbell 03  
5334 3034; Sec: Sara Moser 03 9813 0449;  
SSO: Rob Van Der Klooster 03 5222 3019.

## Clubs

### NEW SOUTH WALES

#### Blue Mountains Hang Gliding Club Inc

Pres: Richard Lockhart 0418 130354,  
<flytation@mailandnews.com>; Sec: Alan  
Bond 02 9899 5351, 9 Finchley Pl, Glen-  
haven NSW 2353; Trs: Dolores Semprebani,  
SSO: David Middleton  
02 4736 2605; Newsletter: David Phillips 02  
9456 252, <dphi@jna.com.au>; Meetings:  
Last Wed/month, 7:30pm  
at the Blue Cattle Dog Tavern, St. Clair.

#### Byron Bay Hang Gliding Club Inc

Pres: Andrew Polidano 0414 843510,  
<andrew@byron-bay.com>; Vice-Pres: Brett  
Cook 02 6687 6907; Sec: Michelle  
Batterham 0414 876907, <blps@linknet.  
com.au>; Trs: Brian Braby 02 6628 0983,  
<bbraby10@scu.edu.au>; SSO (HG): Mark  
Woods 0418 676469; SSO (PG): Brett 02  
6687 6907. Meetings: 1st Wed/month  
7:30pm, Bangalow Bowling Club. Comp day:  
1st Sat/month, ph: Adrian Connor 02  
66285997.

#### Illawarra Hang Gliding Club Inc

Pres: Mark Ryan 0412 424760; Sec: Tim  
Causar 02 4294 8110, <timcau@ozemail.  
com.au>; SSO: James Nathaniel 02 4262  
7677, 0413 737077.

#### Kosciusko Alpine Paragliding Club

Pres: Roger Lilford 02 6281 5404 (h);  
Sec: Lisa Rylie 02 6235 9120, 02 6235  
9060; SSO: Heinz Gloor 02 6457 6019 (w),  
02 64567171 (h).

#### Manilla SkySailors Club Inc

Web site: <www.mss.org.au>. Pres: Brian  
Shepherd 02 6785 2182; Sec/Trs: Felix  
Burkhard 02 6775 1050, <felixb@xyon.  
com.au>; SSO (HG): Patrick Lenders 02  
6778 3484; SSO (PG): Godfrey Wenness 02  
6785 6545, Trikes: Willi Ewig 02 6769 7771.

#### Mid North Coast Hang Gliding Association

Pres: Lee Scott 02 6556 5265;  
SSO: Dale Davis 02 6559 7716.

#### Newcastle Hang Gliding Club

Pres: Tascha McLellan 02 4927 8867 (h),  
1800 653935 (w), <tascha.conrad@hunter.  
link.net.au>; Vice-Pres: Jason Turner ph/fax:  
02 4963 7070 (h), 0419 997196;  
Sec: Karl Kindl 02 4967 7711; Trs: Tony  
O'Connor 02 4952 9146, SSO: Coastal –  
Jason Turner ph/fax: 02 4963 7070 (h),  
0419 997196, Inland – John O'Donoghue  
02 4954 9084. Meetings: Last Wed/month,  
Souths Leagues Club.

#### Northern Beaches Hang Gliding Club Inc

Pres: Sandy Thomson ph: 02 9981 2019,  
0419 250220, <planky@bigpond.com.au>;  
V-Pres: Angus Evenden ph: 02 9997 8777,

0416 205025, <creation@tpg.com.au>;  
Sec: Nils Vesk ph: 02 9938 2963; Trs: Jim  
Gaal 02 9997 7704, 0414 799822, <jimg@  
acay.com.au>; SSO: Mike Eggleton 02 9451  
7127, Forrest Park 02 9450 2674, Glenn  
Salmon 02 9918 0091. Meetings:  
1st Tue/month, Long Reef Golf Club.

#### Stanwell Park Hang Gliding and Paragliding Club

PO Box 258 Helensburgh NSW 2508; Pres:  
Rob Lepre 02 4294 8694, <pepielepre@one.  
net.au>; Sec: Angela Johnson 02 4268  
3748; Trs: Joe Fussell  
02 4294 3942; Events Co-ord: Jules  
Sanderson 02 4294 3092; Site Manager:  
Steve Pick 02 4294 4195.

#### University of NSW Hang Gliding Club

Web site: [www.vision.net.au/~gbeng/  
Hang\_Gliding.html]. Pres: Daniel Faber 02  
9315 0727, <dfaber@kensocoll.unsw.edu.  
au>; Sec: Jon Ingles 02 93150571,  
<jingles@kensocoll.unsw.edu.au>.

## QUEENSLAND

### Cairns Hang Gliding Club

Pres: Ian Graham 07 4095 4466; Vice-  
Pres: Russell Krautz 07 4054 1085; Sec:  
Lance Keough 07 4091 2117, 31 Holm St,  
Atherton QLD 4883; Trs: Nev Akers  
07 4053 2586 (h), 07 4051 2438 (w).

### Canungra Hang Gliding Club Inc

Pres: P Beard 07 3348 7150; Vice-Pres:  
Shauna Purser 07 6679 3404, <shauna  
purser@yahoo.com>; Sec: David Pearson  
07 5543 7252; Trs: Fran Ning 07 5577  
3260, <ning@ausinfo.com.au>; SSO:  
Andrew Horchner 07 3870 7709, 0412  
807516, <afactor@gil.com.au>.

### Capricorn Skyriders Club Inc

Pres: Brian Hampson 07 7922 6527; Sec:  
Geoff Craig 07 7992 3137; Brian Smith  
07 7928 7958.

### Conondale XC Flyers Club Inc

13 Cottman St, Buderim QLD 4556;  
Pres: Bruce Crerar 07 5445 1897;  
Sec: Graham Sutherland 07 5493 5882;  
Trs: Annie Crerar 07 5445 1897; SSO (HG):  
John Blaine 07 5494 8779; SSO (PG):  
Graham Sutherland 07 5493 5882.

### Gladstone Hang Gliding Club Inc

16 Far St, Gladstone QLD 4680; Pres: Paul  
Barry 07 4992 2865, <prbarry@tpgi.com.  
au>; Sec/Trs: Natasha Atkinson 07 4972  
6840, 16 Far St, Gladstone 4680; SSO: Geoff  
Craig 07 4992 3137, <gcraig@tpgi.com.au>.

### South East Queensland Hang Gliding Club

Pres: Peter Beard 07 3348 7150,  
<Peter\_Beard@msn.com.au>

### Sunshine Coast Hang Gliding Club

PO Box 227, Rainbow Beach QLD 4581;  
Pres: Gary Allan 07 5494 0543; Vice-Pres:  
Duncan Whyte 0418 714618; Sec/PG SSO:  
Jean Luc Lejaille 07 5486 3048, 0418 754  
157; Trs: Michael Powell 07 5442 5970;  
HG SSO: Tony Giammichele 07 3358 4101.

### Townsville Hang Gliding Association Inc

Pres: Graeme Beplate 07 4773 2913;  
Vice-Pres: Clint Smith 07 4774 7650;  
Sec/Trs: Dave McMahon 07 4728 8453;  
SSO: Graeme Etherton 07 4772 4467.

### Whitsundays Hang Gliding Club

Pres: David Nash 07 4953 1817;  
Sec: Ron Huxhagen 07 4955 2913, Fax:  
07 4955 5122, <sitework@mackay.net.au>

## VICTORIA

### Dynasoarers Hang Gliding Club

Pres: Peter Hannah 03 5263 2335; Sec:  
John Norton; Trs: Rod Trevor 03 5281 1209;  
SSO: Ted Remeika; Rob van der Klooster 03  
5222 3019, <hrt@deakin.edu.  
au>; PR: Warwick Spratt 03 5253 1096.  
Meetings: 1st Fri/month, Bay View Hotel, 2  
Mercer St, Geelong.

### Eastern Hang Gliding Club

Web site: [www.vhpa.org.au/Clubs/  
EHGINFO.html]. Pres: Geoff Tozer 03

9758 3250 (h); Sec: Andrew Medew 03  
9822 7861, 16/25-29 Brougham St, Box Hill  
VIC 3128, <andrewm@morancorcomfort.  
com.au>; SSO: Peter Batchelor 03 9735  
3095 (h). Meetings: 3rd Wed/mth, Montrose  
Town Centre Meeting Room, Cnr Swansea  
Rd & Mt Dandenong Tourist Rd, Montrose.

### North East Victoria Hang Gliding Club Inc

Web site: <www.home.aone.net.au/  
gilbert/nevhc.htm>. Pres: Bill Graham  
03 5750 1828; Sec: Sarah Nicholas ph/fax  
03 5755 1040; Trs: Gavin Hanlon; SSO:  
Karl Texler. Meetings: 1st Thu/ month, Alpine  
Hotel, Bright.

### Sky High Paragliding Club

<skyhigh@vhpa.org.au>; Pres: Hakim  
Mentes 0412 617216; Vice-Pres:  
Carolyn Dennis 0417 515626; Sec:  
Fabrice Millet 03 9596 1321. Meetings:  
1st Wed/month 8pm, Retreat Hotel,  
226 Nicholson St, Abbotsford.

### Southern Club

Contact: John Reynoldson 03 9597 0527.  
Meetings: 1st Tue/month, Middle Park Hotel,  
Canterbury Rd.

### Southern Cross Paragliding Inc

Pres: Gary Clarkson 0419 319948.  
Meetings: Last Wed/month.

### Southern Trike Club

Pres: Mark Howard 03 9751 1480, 0418  
533731, fax: 03 9751 1584; Vice-Pres: Dave  
Wentworth; Sec: Ben De Jong; Trs: John  
Amor. Meetings: 2nd Tue/month 8pm, Jakes  
Nightclub, 23 Church St, Brighton.

### Western Victorian Hang Gliding Club

Pres: Phillip Campbell 03 5334 3034; Vice-  
Pres: Andrew Hume 03 9376 0907; Sec:  
Rachelle Guy 03 9809 2974; SSO: Rohan  
Holtkamp 03 5349 2845. Meetings: Last  
Sat/month, The Golden Age Hotel Beaufort.

## WESTERN AUSTRALIA

### Avon Valley Hang Gliding Club

Pres: David Drabble 08 9307 1816,  
<wescoast@iinet.net.au>; Vice-Pres:  
Rob Stevenson 08 9221 1338; Sec: Stephen  
Hoeffs 08 9527 5782; Trs: Michael Derry 08  
9284 0750.

### Cloudbase Paragliding Club Inc

Club message bank 08 9487 5253; [www.  
cygnus.uwa.edu.au/~madmike/paraglid.  
html]; <cloudbase@paragliding.org>; Pres:  
Dave Humphrey 08 9574 5440, 0418  
954176, <paradive@avon.net.au>; Sec:  
Michael Duffy 08 9382 3036, 0417 923741  
<madmike@cygnus. uwa.edu.au>.

Meetings: Last Wed/month, 8pm, Sports-  
mans Association, Woodsome Rd, Mt  
Lawley.

### South West Microlight Club

Pres: Brian Watts 0407 552362; Vice-Pres:  
Don Wilson 08 9764 1007; Sec: Paul Coffey  
08 9725 1161; CFI: Brendan Watts 0408  
949004.

### WA Hill Flyers Club

Pres: Mike Thom 08 9298 8174, 0409 901  
500; Sec/SSO: Rick Williams 08 9294 3962,  
0427 057961; Events & Promotions: Dave Long-  
man 08 9385 9469. Meetings: Last Thu/  
month, 7:30pm, "Cascades" Bistro & Function  
Centre, 231 Guilford Rd, Maylands.

### Western Soarers Hang Gliding Club

Web site: [www.iinet.net.au/~navi]. Pres:  
Mark Thompson 08 9491 3076, <mark.  
thompson@team.telstra.com>; Vice-Pres: Daryl  
Speight 08 9356 8195, <Daryl.Speight  
@kbjv.com>; Sec: Geoff Smith 08 9223 2323,  
<geoff.smith@hg.com.au>; Trs: Graeme  
Sharp 08 9445 7044, <GSharp@stothoare.  
com.au>; SSO: Mark Stokoe 08 9581 3572;  
Events & Promotion: Krista Gaunt 08 9348  
4246, <Krista.Gaunt@woodside.com.au>.  
Meetings: 1st Wed/month, 7:30pm, The Irish  
Club, 61 Townshend Rd, Subiaco.

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